

NEW NSX DRIVEN

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At last! Flat out in Honda's (almost) perfect supercar

**FIRST
UK TEST
VERDICT**

New Jaguar XF beats 5 Series

The BMW is totally eclipsed on ride and handling – and that's not all



**'There's nothing
Jag should have
done differently'**

Matt Saunders



USED CARS



Buying a £100 car

How low can Bangernomics go?

ON SALE 2017



1000bhp electric Aston

Now even Bond is going green

RX-7 REVISITED



Mazda's rotary hero

Plus there's a new one on the way

NEW PEUGEOT 208 RE-ENERGISED



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Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the New 208 Range are: Urban

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Representative 0% APR over 37 months. Terms and conditions apply, participating t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Excess mileage charges may apply. *The first year Road Fund Licence (RFL) is included in the on the road price. The Dealer will provide customers with a cheque equivalent to must meet eligibility criteria including minimum 2 years' full UK licence, driving convictions/claims limits. Excesses apply. 3 years motor insurance is provided and underwritten by U K Insurance Limited, which is authorised by the Prudential Regulation cost of JAF Passport, but are provided on a monthly pay-as-you-go basis and can be cancelled at any time without penalty or affecting the remainder of the JAF Passport contract. Routine servicing included only. Excludes wear parts. *£500 deposit discretion. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Roof and Menthol White exterior personalisation pack at £15,940

NEW PEUGEOT 208

MOTION & EMOTION



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PSA Peugeot Citroën
1.2-litre three-cylinder turbo

40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO₂ 125 – 79 (g/km).

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PEUGEOT

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The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO₂/km barrier with the BlueHDi 150* delivering up to 72.4 MPG². With its ultra-flexible 7-seat interior, 360° Vision Parking,³ Keyless Entry and Start,⁴ and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.



CRÉATIVE TECHNOLOGIE

   citroen.co.uk

CITROËN prefers TOTAL. Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO₂ Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO₂. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive+. OTR price £26,665 (incl. Teles Blue metallic paint at extra cost of £520). *Available on Grand C4 Picasso Exclusive and above. ²Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. ³Optional at extra cost on Grand C4 Picasso Exclusive+. ⁴Optional at extra cost on Grand C4 Picasso VTR+ and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive+.

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First impressions of
Honda's intriguing new
petrol-electric NSX.
Was it worth the wait?



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Ruppert sees what he can get for £100

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New Jaguar XF takes on BMW 530d



'The Jeep Renegade is
a likeable car and a
reasonably effective one'

Matt Saunders, p60



COVER
STORY



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72 End of the line for our Hyundai i20



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Rotary heaven: Matt Prior revisits the original Mazda RX-7

New Hyundai i30 SE 1.6 CRDi Blue Drive

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Fuel Consumption in MPG (l/100km) for New i30 range: Urban 29.4 (9.6) – 67.3 (4.2), Extra Urban 47.1 (6.0) – 83.0 (3.4), Combined 38.7 (7.3) – 78.4 (3.6), CO₂ Emissions 169 – 94g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. **Business Users Only.** Contract hire offers for i30 SE 1.6 CRDi Blue Drive 5 door, figure based on a non-maintenance contract hire package with advance rental of £756+VAT, then 35 monthly rentals of £126+VAT. Excess annual miles over 10,000 charged at 5.91 ppm. For orders received between 1st October and 31st December 2015, subject to availability, status and agreement. Guarantee/Indemnity may be required. Prices and details are subject to change without notice. Free metallic paint is only available in conjunction with Hyundai Contract Hire offer and applies to selected models only. For full specification, wear and tear provisions and other Ts&Cs see Hyundai Contract Hire Master Agreement and your local Dealer. ALD Automotive Ltd., t/a Hyundai Contract Hire, BS16 3JA. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Please see www.hyundai.co.uk or ask your local Dealer.



Why the NSX reveals Honda's true heart

NSX: THREE LETTERS that can stir emotions in most car enthusiasts of a certain vintage. By daring to bestow the iconic name on its new car, driven for the first time on p28, Honda is encouraging direct comparisons with its legendary forebear, a car that has taken on an almost mythical status.

The promising news is that on the basis of our initial test, the new NSX has the hallmarks of a great sports car. Markedly different from its predecessor it may be, but it is fit to go up against rivals from Audi, Porsche and McLaren and fight them with technology that was a pipe dream for all but the most forward-looking engineers only a few years ago.

The Japanese firm can't be accused of lacking ambition in its bid to resurrect its reputation for fast, fun cars – a facet that faded during Honda's green push in the 2000s. For too long, Honda has focused on its bigger-selling models, to the detriment of its reputation for technical wizardry.



Now there's the potent Civic Type R, hopes of a production version of the Ariel-rivalling 2&4 track car and even talk of a more extreme NSX. All that's left is to sort out the Formula 1 assault. Honda clearly relishes a challenge.

MATT BURT EDITOR

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Electric Rapide promises

Aston Martin's new battery-powered RapideE saloon features a powertrain developed by Williams; 550bhp

An all-electric version of the Aston Martin Rapide has been revealed, with insiders hinting that in its most extreme form it could be developed with four-wheel drive and up to 1000bhp.

The RapideE, which is set to go on sale in around two years' time, has been developed by Williams Advanced Engineering in Grove with assistance from ChinaEquity, a Shanghai-based investment partner. The car is being targeted first at the Chinese market as a way of meeting pressing fleet-average CO₂ regulations, although Aston Martin eventually intends to offer the car for sale around the world.

The RapideE was unveiled at an event staged as part of a UK-China creative summit to

coincide with the UK visit of Chinese president Xi Jinping. Unveiling the car, Aston CEO Andy Palmer revealed that the car would potentially be available in two versions, the first of which will be a rear-drive model with two electric motors and a similar power output to the 550bhp petrol-engined Rapide. It should have what Palmer describes as a "reasonably driven" range of about 200 miles.

However, the headline-grabber will be a shorter-range, super-performance version with an electric motor driving each of its four wheels and a total of 800 to 1000bhp. "We're going to need the traction of all four wheels to deal with the torque," said Palmer, who added that this second project

will be developed after the first, more modest version of the electric Rapide is launched.

Palmer revealed that in Track mode the car will be capable of lapping the Nürburgring circuit "very quickly indeed", although he declined to specify a target time and cautioned that the car's range will obviously be significantly reduced when driven hard. The four-motor set-up should allow the RapideE the latest in traction-keeping torque vectoring and regenerative braking systems, all of which will help its Nürburgring performance.

The RapideE's styling mirrors that of the existing V12-powered Rapide S, apart from some special exterior graphics and distinctive blue 'RapideE'

badging. However, under the bonnet, the V12 is replaced by Williams-developed power electronics, while a battery pack is mounted along the car's central backbone.

Williams is one of the UK's foremost developers of pure-electric vehicles, having won plaudits for its development of the batteries used in the Formula E single-seater racing cars. ChinaEquity, described by Andy Palmer as "a business we know well", is already an investor in Invest Industrial, which is one of Aston Martin's owners, and is believed to be putting up £50 million to make the RapideE project a reality.

Prices for the new battery saloon are expected to start at around £200,000, up from around £150,000 for the

standard Rapide, although the top-spec version will be more expensive. If the car is well accepted by dealers and customers, Aston's plan is to build about 400 cars a year using the existing Rapide facilities at Gaydon.

"We are aiming to sell around 100 RapideEs a year in China and are pretty sure there will be a demand for cars in those numbers," said Palmer. "We see luxury electric vehicles as an intrinsic part of our future product portfolio."

Palmer believes Tesla's experience of selling around 35,000 battery-powered cars worldwide at roughly £100,000 each makes his plan of selling 400 more upmarket models appear realistic.

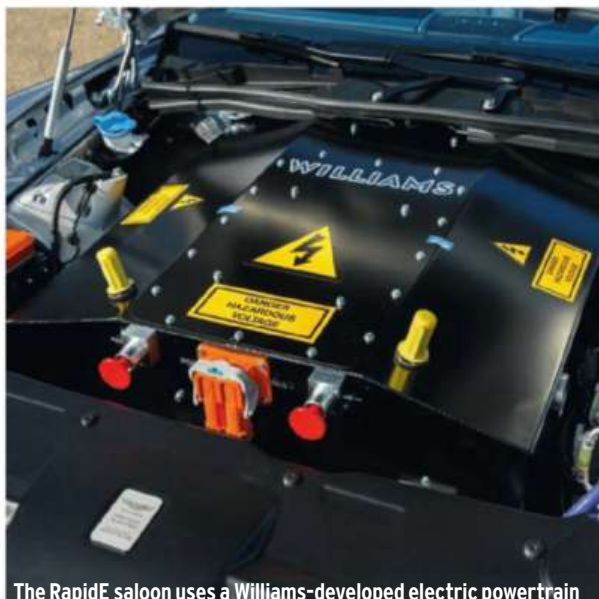
STEVE CROPLEY



Range-topping RapideE will have an electric motor for each wheel

es 4WD and 1000bhp

rear-drive version due in two years' time, with a four-motor, 1000bhp all-wheel-drive model to follow



The RapideE saloon uses a Williams-developed electric powertrain

Q&A ASTON MARTIN CEO ANDY PALMER

Do you believe the RapideE can carry on the performance traditions of Aston Martin?

"I certainly do. We already know electric powertrains combine luxury and performance extremely well, something our Rapide S achieves already. We think RapideE will fit the family very well."

Do you have a running prototype?

"We do, and its performance is extremely

impressive, even before the real work of refining it begins."

Is this a car you've had to develop quickly, to meet Chinese regulations?

"There's no question we'll find it beneficial to our business in China, but it's part of a long-term commitment from Aston Martin towards developing low and zero-emissions cars."

Do you have the capacity to build the RapideE at Gaydon?

"We would build it in Gaydon, yes. But it's a well-known fact that we'll soon need to choose a new factory location to make our expanding product range, including the DBX crossover, which may also have electrified versions."



Vauxhall plots three new SUVs

All-new flagship SUV and compact and mid-sized crossovers will join the Vauxhall line-up in the next four years



Vauxhall will launch a range-topping SUV before the end of the decade, with the new model combining dramatic coupé-like looks and seven seats with what insiders have described as a “value-for-money price tag”.

The new SUV will be joined by two new crossover models, which will slot between the new Astra and a revamped Insignia, with the result that by 2019 Vauxhall will have four SUV and crossover models in its line-up, including the existing Mokka.

Industry specialists say the boom in crossover and SUV sales is not likely to slow significantly over the next four years. Moreover, Vauxhall's three MPV models – the Meriva, Zafira and Zafira

Tourer – have all suffered sales slides as family-friendly crossovers and SUVs displace the traditional people-carrier.

The flagship SUV was announced in outline form late last year by GM CEO Mary Barra. She revealed that £189 million was being invested in Opel's Russelsheim factory to update it for the next-generation Insignia and the new SUV. However, Autocar has now obtained more details about the new vehicle and its market positioning.

The large SUV will be based on an updated version of the Insignia's Epsilon 2 platform, which also underpins Cadillac, Chevrolet and Buick models.

This new platform is being developed under the name 'E2XX'. According to

announcements from GM in the US, the new structure will get a significant 10cm wheelbase stretch (taking it up to a substantial 2.83m), with the whole structure being a substantial 136kg lighter than Epsilon 2 architecture. Other changes are expected to be made that allow a more radical interior dashboard design to be used, while at the rear, the rear of the floorpan and structure have been further modified to improve luggage space and accommodate a third row of seats in the SUV.

GM sources also say the new structure is being engineered to further improve “real-world” ride and handling.

Work is now well under way on the styling of the new SUV, under design boss Mark

Vauxhall's four-model plan

2016 VAUXHALL COMPACT CROSSOVER

This model, which is being co-developed with PSA, is expected to share a platform with the replacement for the Peugeot 2008. Vauxhall's version will replace the Meriva baby MPV and be built at the GM factory in Zaragoza, Spain.

2017 VAUXHALL MEDIUM CROSSOVER

This other co-production with PSA will in effect replace the Zafira seven-seat MPV and the old Antara SUV. PSA's version will be the new Peugeot 3008.

2017 ALL-NEW VAUXHALL INSIGNIA

Based on the new E2XX platform, the Insignia will get a significant wheelbase stretch in order to greatly improve rear cabin space and access. Styling is said to be coupé-like, despite the size of the car. The interior will also take a step into the future with extensive use of TFT screens.

2019 FLAGSHIP SUV

The big SUV will offer three rows of seats and what is claimed to be the same kind of stand-out styling as the Range Rover Evoque.


**AUTOCAR
IMAGE**

Vauxhall's seven-seat SUV will feature "coupé-like" styling


**SPY SHOT
VAUXHALL
INSIGNIA**

The next-generation Insignia, which is due in 2017, will share its E2XX platform with the all-new SUV



HILTON HOLLOWAY

Will the strategy work?

OVER THE PAST two decades or so, Vauxhall-Opel's share of the European car market has halved. In the first half of the 1990s the share was just short of 13%, with sales of 1.5 million vehicles.

Last year total sales hit just 881,000 units, which is significantly less than the 1m vehicles sold in 2010 during the aftermath of the credit crunch. Like other mid-market players, Vauxhall-Opel has been hit both by the rise of brands such as Skoda, Hyundai and Kia and the seemingly endless expansion of the premium brands.

This new strategy for the

second half of the decade is clever. Riding the crossover wave is common sense, if a tad slow off the mark. But at the top end, Vauxhall sees an opportunity to step in where the premium makers are failing. It's not just the showroom price of a premium car that's high, but also the costs involved in servicing and repairs as the car gets older.

Offering super-slick styling, more radical interiors, no-excuse modern powertrains and "value for money prices and sensible aftermarket costs" could, say planners, open up a useful market niche for the company.

The two crossovers are being co-developed with PSA Peugeot Citroën

Adams. Sources promise a look that will be "dramatic" and much more coupé-like than today's rival models from Hyundai and Kia.

One company source said Adams's team was hoping to strike the same sort of balance between usability and dramatic style as that achieved by the Range Rover Evoque. The dashboard design is also expected to be a significant step forward, featuring a large central screen and a reduction in the number of manual controls.

All-wheel drive will be an option, but there's no news on what the engine range might be. GM Europe has announced significant investment in its engine and transmission plants, so expect a range of new petrol and diesel engines above the 1.4 and 1.6-litre units launched in the new Astra.

Manufacturing the new SUV and the new Insignia on the same production line will also improve the economies of scale involved in making these large cars in Germany. By 2020, the production line could be building nearly 200,000 units a year – a figure that is

double today's numbers.

Well before the big SUV arrives, Vauxhall-Opel will have two new compact crossover models, which will be key to improving sales in Europe.

Both models are being co-developed with PSA Peugeot Citroën on shared platforms. The smaller crossover will replace the Meriva and is expected to go on sale next year.

The Meriva has been something of a success for GM Europe, with sales of original model peaking at 203,000 in 2004 and the Mk2 at 127,000 in 2011. Since then, however, sales have collapsed, slumping to 57,000 last year. Replacing the existing conventional MPV-style model with a crossover is likely to result in a significant sales boost.

The larger crossover model will in effect replace the ancient Antara and the recently axed Zafira MPV, although the bigger and plusher Zafira Tourer will live on. The new medium crossover, which is expected to be the sister car to the new Peugeot 3008, will arrive in 2017.

HILTON HOLLOWAY



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Fuel consumption in mpg (l/100km) for Kia Rio 'SR7' 3-door: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0), CO₂ emissions 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Offer is available on Kia Rio 'SR7' between 01/10/15 and 30/11/15 inclusive. **You will not own the vehicle until all payments are made.** At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Subject to status. T&Cs apply. 18s or over. Guarantee/indemnity may be required. Kia Motors Finance RH1 1SR. Model shown: Kia Rio 'SR7' 3-door 1.25 84bhp 5-speed manual at £10,845 including £1,000 customer saving. Non-offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. *Kia Care-3 for £99 must be activated within 30 days of vehicle registration. Care-3 is the Kia Servicing Package that covers recommended manufacturers servicing. T&Cs apply. Offer not available with any other offer. Retail sales only. Details correct at time of going to press. 7 year / 100,000 mile manufacturer's warranty. For full terms and exclusions visit www.kia.co.uk. The Bluetooth® word mark and logo are registered trademarks and owned by the Bluetooth SIG, Inc.



Drop-top joins new Mini range

All-new Mini Convertible will arrive in the UK next March as a three-model range priced from £18,475

Mini has revealed the fourth model of its new range, the Convertible, at the Tokyo motor show.

Set to reach British showrooms next March, the third generation of the Convertible is larger and more comprehensively equipped than previous versions.

It gets a heavily revised automatic cloth roof that is claimed to open or close in 18 seconds at the press of button at vehicle speeds of up to 19mph. As before, the multi-layer structure folds and stows in an exposed position above the boot. Safety enhancements

include a single-piece roll bar that extends from behind the rear seats when sensors detect a possible rollover.

Mini says the car's new structure provides added rigidity in a move claimed to reduce scuttle shake and improve handling.

The use of reinforcing structural elements and other stiffening measures has led to a 115kg increase in weight over the three-door hard-top, at 1275kg in the Cooper S.

Luggage capacity is put at 215 litres with the roof up, which is 35 litres more than before. With the roof stowed,

boot space falls to 160 litres.

Visually, the car gets the same changes as the hatch, including a more heavily raked windscreen, larger tail-lights and a wider boot.

Among the standard equipment on models bound for the UK will be a 6.5in infotainment screen, Bluetooth connectivity, a USB audio connection, rear parking distance control and a reversing camera.

The new Mini Convertible will be available from launch with a choice of three engines: a 134bhp 1.5-litre three-cylinder petrol in the Cooper, a 189bhp 2.0-litre four-cylinder petrol in the Cooper S and a 114bhp 1.5-litre three-cylinder diesel in the Cooper D.

Other versions, including a 1.2-litre three-cylinder petrol in the One and a 168bhp 2.0-litre four-cylinder diesel Cooper SD, will join the range later.

Gearbox choices comprise a standard six-speed manual and optional six-speed automatic, which is available with steering wheel-mounted shift paddles.

The manual Cooper S is claimed to cover 0-62mph in 7.2sec and reach a top speed of 143mph. Average fuel economy is put at 47.1mpg, with CO₂ emissions of 139g/km.

Prices start at £18,475 for the Cooper, rising to £20,225 for the Cooper D and £22,430 for the Cooper S.

GREG KABLE



Fabric roof can be raised or lowered in 18sec while the car is moving



UK spec includes 6.5in infotainment display and reversing camera



Boot is wider and roomier than before at 215 litres with the roof up

Open-top John Cooper Works packs 228bhp

MINI IS ONCE again planning to crown its new Convertible line-up with a hot John Cooper Works model.

Caught here being pushed hard during testing at the Nürburgring prior to a planned unveiling at the Geneva motor show next March, the racy open-top eschews the 208bhp turbocharged 1.6-litre four-cylinder petrol

engine of the outgoing model for a newer 228bhp turbocharged 2.0-litre four-cylinder petrol unit unveiled in the Mini John Cooper Works hatch earlier this year.

The 18bhp increase is claimed to cut the new Convertible John Cooper Works' 0-62mph time by 0.4sec to 6.2sec and enable a top speed of over 140mph.

Distinguishing the new range-topping model from its lesser siblings are unique front and rear bumpers, wider sills and centrally mounted twin rounded tailpipes.



SPY SHOT
MINI CONVERTIBLE JCW

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Official fuel consumption figures in mpg (l/100km) for the New Ford Focus Range: urban 32.1-74.3 (8.8-3.8), extra urban 49.6-91.1 (5.7-3.1), combined 41.5-83.1 (6.8-3.4). Official CO₂ emissions 159-88g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience.

Active Park Assist is standard on Titanium X and available as an optional extra on Zetec, Zetec S and Titanium.



Go Further

Rapid Macan GTS unleashed

Porsche's lowered 355bhp Macan GTS packs the potential for 160mph and 0-62mph in just 5.0sec



OFFICIAL PICTURES

Porsche has added a sporty GTS model to the Macan range. The new Macan GTS gets visual and chassis upgrades as well as a boost in power.

This addition to the Macan line-up means all of Porsche's mainstream models now have a GTS variant. The new Macan GTS slots into the line-up between the S and Turbo.

It uses the same V6 twin-turbocharged 3.0-litre petrol engine as the Macan S but it has been reworked to increase peak power by 20bhp to 355bhp. Peak torque also rises, to 369lb ft.

Alongside the engine tweaks, the GTS comes as standard with Porsche's seven-speed PDK dual-clutch automatic transmission and paddle shifters, as well as the Porsche Traction Management system, which splits the power distribution between all four wheels as required.

The brakes have been upgraded to deal with the extra power and carbon-ceramic discs are an option. The Macan GTS also comes with Porsche's Active Suspension Management

system as standard, but this has been tweaked to offer a reduced ride height 15mm lower than that of the Macan S.

The GTS also comes as standard with a sports exhaust, which allows the driver to open valves for a more sonorous note under acceleration.

The result of all these additions is an improvement in performance over the standard S. Top speed is 160mph and 0-62mph takes 5.2sec,



GTS comes with 20in wheels, sports exhaust and lower ride height



Cabin features GTS-badged sports seats and paddle shifters for the dual-clutch gearbox as standard

or 5.0sec when fitted with the Sport Chrono package. This optional bundle brings upgrades such as revised throttle mapping, a different transmission shift programme and an altered engagement point for the traction control system, allowing a greater degree of slip before it kicks in.

Compared with the Macan S, fuel consumption increases by 0.7mpg to 31.4mpg and CO₂ emissions rise to 212g/km from 207g/km.

Visual upgrades include standard-fit 20in matt black alloy wheels and gloss black exterior details. Inside, there are GTS-badged sports seats and further GTS badging throughout the cabin. It is also available with an electronic tailgate release, while LED lights are offered as an option for the first time on the Macan range. The red paint pictured is unique to the GTS.

The Macan GTS is available to order now, with prices starting at £55,188, which represents an increase of £10,538 over the Macan S. First deliveries are expected to start in the new year.

TOM WEBSTER

ASTRA ESTATE FROM £16,585

The Vauxhall Astra Sports Tourer will cost from £16,585. There's a choice of four trims: Design, Tech Line, SRI and Elite, with Nav versions of the SRI and Elite. The range includes an 85.6mpg 1.6-litre diesel and a 197bhp 1.6-litre petrol.



NISSAN WANTS EV ROAD SIGNS

Nissan and Ecotricity have started a campaign calling for road signs to help drivers of EVs find charging points. The aim is to introduce a family of symbols to clearly signpost the different types of chargers available in the UK.



Ground-breaking tech for

Yamaha concept is underpinned by a lightweight carbonfibre chassis designed by Gordon Murray

The Yamaha Sports Ride Concept sports car unveiled at the Tokyo motor show is underpinned by a revolutionary new carbonfibre chassis designed by McLaren F1 designer Gordon Murray, Autocar can reveal.

While Yamaha kept the exterior design of the car a secret prior to today's launch, Murray revealed that it sits on the radical, all-new carbonfibre structure called iStream Carbon and pictured here. It's claimed it "sets new standards for chassis light weighting, rigidity and safety".

Murray described the technology used to develop the system as a "step change" and said it had the potential to fundamentally change car making.

"Light weighting is the final frontier in the automotive industry fight to lower emissions," he said. "There have been great strides forward in engine design, electrical control systems, tyre design and transmission technology. But we are now experiencing a plateau in the advance of technology, where the law of diminishing returns comes into play.

"A step change in vehicle weight to enable downsizing of powertrain and components is all we have left in the



Murray designed Teewave for carbonfibre specialist Toray in 2011

armoury. Light weighting is important for internal combustion-engined cars but even more important for hybrids and electric vehicles."

The system is derived from Gordon Murray Design's iStream manufacturing process but replaces the glassfibre content with carbonfibre. It has been developed in conjunction with Japanese firm Toray, for whom Murray designed the Teewave sports car in 2011, and sandwiches a honeycomb paper core with two carbonfibre skins.

Murray confirmed that iStream Carbon doesn't replace the original system. He said: "We are currently working on seven vehicles using our original iStream technology."

As well as its weight, strength and safety benefits,

it is notable for being fast and cheap to produce. Murray claims to have developed a fully mechanised system with a cycle time for each panel of just 100 seconds.

Murray did not disclose the weight of the Yamaha Sports Ride Concept, but it is believed to be significantly lighter than 900kg. The cost of producing a chassis is closely linked to the volume of cars being produced and the up-front investment required, but Murray said the system can be employed profitably for production volumes of between 1000 and 350,000 cars. As such, it is believed the Yamaha Sports Ride Concept could be priced competitively against the likes of the Lotus Elise.

"I genuinely believe this car could open up a new sector,"

said Murray. "If you look at the [Mazda] MX-5, it's great fun and a nice roadster, but it's not an out-and-out sports car. The Toyota GT86 is great but relatively heavy. It's not a huge revolution. Then there are cars like the Alfa 4C, which is rear mid-engined but which costs nearly £60,000. I believe we could have something genuinely rule-breaking."

Asked whether his first confirmed iStream client, TVR, would be using the carbonfibre technology, Murray said: "Because of the secrecy with which it has been developed, the team at TVR haven't been aware of it until now, so it is not part of their plans. But, in time, it is perfectly possible."

Although neither Murray nor Yamaha would comment on the powertrain in the Sports Ride Concept, it could combine Murray's chassis with an uprated version of the 1.0-litre three-cylinder engine that was mooted for its city car design, the Yamaha Motiv,

which was first shown in Tokyo two years ago.

That engine was tipped to produce 70-80bhp, but uprated beyond 100bhp in an entry-level form, that would be likely to give the car a power-to-weight ratio in excess of 140bhp per tonne, which is around that of an Elise.

JIM HOLDER



'I genuinely believe this car could open up a new sector'

Le Corbusier inspires Renault coupé concept



Renault's Coupé Corbusier has been created using "the architect's modernist principles and theories"

A BOLD NEW Renault concept car has been created to mark the 50th anniversary of the death of Le Corbusier, France's best-known 20th century architect.

Renault said the Coupé Corbusier concept has no direct relevance to any future project. Instead, it said "future-looking" concepts such as this allow its designers "to explore new ways forward".

The concept is a sleek coupé with a long bonnet, slim glasshouse, pronounced rear arches and dramatic dihedral doors hinged at the rear. Geometric shapes make

up the front-end design. Renault has not yet disclosed its powertrain, dimensions or any other specific details.

Renault has described the concept as "a 21st century car inspired by the architect's modernist principles and theories".

Renault added: "The ideas of simplicity, a visually and aesthetically pleasing structure, geometric elegance and mastery of light guided the designers in the creation of the Coupé Corbusier concept car."

The concept is on display at Villa Savoye, a modernist villa on the outskirts of Paris.

Yamaha sports car



New iStream Carbon structure is quick and cost-effective to build



Yamaha Sports Ride Concept makes its debut at Tokyo today and is thought to weigh less than 900kg

Gordon Murray's carbonfibre breakthroughs



1976 First use of carbonfibre brakes on a car – Brabham BT45.

1978 First use of carbonfibre panels in a racing car – Brabham BT49.

1992 World's first all-carbonfibre road car and first carbonfibre clutch in a road car – McLaren F1.

1999 Formation of a concept to use Formula 1 composites technology in high volume at low cost.



2003 First productionised carbonfibre manufacturing system in low volume – Mercedes SLR McLaren.

2015 Showing of a customer sports car at the Tokyo motor show – Yamaha Sports Ride Concept.

2015 Announcement of iStream Carbon manufacturing system.

Audi RS6 and RS7 get 597bhp in Performance tune

AUDI'S PERFORMANCE CAR division, Quattro, has turned up the wick on its RS6 Avant and RS7 Sportback models by providing the rapid estate and four-door coupé with an added 45bhp and 37lb ft in a pair of models badged 'Performance'.

The lift in reserves boosts the cars' twin-turbocharged 4.0-litre V8 petrol engine to 597bhp and 553lb ft. The hike has been achieved by changes to the engine management and added turbo boost pressure.

In combination with a revised eight-speed automatic gearbox and detailed upgrades to the chassis, the tweaked engine is claimed to take the RS6 and RS7 Performance models from 0-62mph in a claimed 3.7sec –

some 0.2sec faster than the standard versions.

Audi also claims the two new Performance models accelerate to 124mph 1.4sec faster than the standard versions, at 12.1sec. Top speed will be limited to 155mph – or 174mph (RS6) and 190mph (RS7) with optional packages.

Official economy figures are the same as their standard siblings', with 29.4mpg and CO₂ emissions of 223g/km for the RS6 Performance and 29.7mpg and 221g/km for the RS7 Performance.

The RS6 Performance will cost £86,000 and the RS7 Performance £91,600. Audi UK predicts that the first deliveries will start next February.



RS6 Avant Performance is good for 0-62mph in 3.7sec, as is the identically powered RS7 Performance



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Offer valid until 4 January 2016 at participating dealers only and subject to vehicle availability. Finance provided by RCI Financial Services Limited, PO Box 148, Watford WD17 1EJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk/termsandconditions or your local dealer for full details. Model shown is Pulsar Visia at £159 per month with additional metallic paint at £500. Offer based on 10,000 miles pa, excess mileage 8p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence. For terms and conditions relating to Nissan technologies visit www.nissan.co.uk/technologies. Always drive carefully and attentively. *Fixed price servicing available for both finance and new cash customers. Servicing must be by a franchised Nissan dealer at specified intervals. Mileage limits from 37,500 apply - please see www.nissan-offers.co.uk/termsandconditions for servicing intervals. MPG figures are obtained from laboratory testing, in accordance with 2004/3/ EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.) Information correct at time of going to print. Model shots shown are for illustration purposes only. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.



Volvo's Polestar tuners eye souped-up XC90

Performance arm plans 350bhp four-pot engine, hybrids and even a hot XC90

Polestar, Volvo's high-performance sub-brand, is preparing to launch a highly tuned version of the company's new four-cylinder petrol engine.

The new powerplant will have at least 350bhp and will replace the turbocharged straight six currently used in the S60 and V60 Polestar, according to Niels Möller, Polestar's chief operating officer.

The brand is also likely to launch a high-performance hybrid and is considering a hot version of Volvo's highly successful XC90.

The 2.0-litre Drive-E unit will get both a supercharger and a turbocharger. Möller said it will be "as strong or even stronger" than the current six-cylinder unit and be hooked up to an eight-speed automatic gearbox.

"With the new engine, weight will be reduced and power will increase, but there will be nearly half the CO₂ emissions," Möller said. "We believe in the future performance cars must cope with environmental developments."

Since Polestar was bought by Volvo last July, Möller said his company has had "full

access to Volvo technology and, naturally, that means access to a lot of hybrid technology. There will be performance hybrids, which use electrification to enhance performance, rather than worrying about range".

Möller added: "If I don't see a business case on each and every model, I will not do it. Right now, we are taking the full range of Volvo's portfolio and

thinking about how we could position a Polestar version."

Möller stopped short of confirming a full-blooded Polestar version of the XC90 but did reveal that it's one of the models under discussion.

"Everything is possible," he said. "SUVs are hip. People really like them as urban cruisers, so why not have an XC car that can go on the track as well?"

A notable development for the Polestar brand is Volvo's return to motorsport. Two S60 Polestar TC1 race cars will take to the grid during the 2016 FIA World Touring Car Championship season.

Möller said this is primarily to increase global awareness of the Polestar brand as part of the aim to double sales figures to 1500 units in 2016.

DOUG REVOLTA



DOUG REVOLTA

How far must Polestar go to match German rivals?

THE TASK OF MUSCLING in on a high-performance market dominated by German behemoths should not be underestimated, but Polestar is clearly ambitious.

It's targeting a market that, it says, has grown by 41% since 2009, during which time the standard road car segment has increased by just 9%. Aiming to double its sales to 1500 units next year sounds like a good start,

but that figure still languishes some way behind the 15,000 RS and R8 models that Audi shifted during 2014 alone.

There's a huge gap between the manufacturers in terms of sales, then, but Polestar is still in its infancy. In truth, it's unlikely to rival the total sales of its German stablemates, but if it can build on the promise of its



Audi sold 15,000 RSs and R8s in 2014

S60 and V60 models and deliver on its interesting projects in the pipeline, it could prove a hit with those after an off-piste alternative to the ubiquitous Germans.

Confidential

SOURCES HAVE confirmed that the new Alpine A120 sports car will definitely be engineered for right-hand drive when it goes into production from next year. "The UK sports car market is too significant to overlook," said a Renault insider.

DACIA HAS INTRODUCED an automated manual transmission as an option on its model range, but it won't be sold in the UK because demand is not expected to make it worthwhile.

THE LATEST generation of the Skoda Octavia is selling at an average of around £2000 per car more than its predecessor. Skoda claims this is down to the firm applying a similar entry point as before but using the Volkswagen Group's MQB components box to offer a wider range of upgrades on higher editions.



NISSAN WILL CONTINUE to offer incremental improvements to the Leaf and its electric range. Product planning chief Philippe Klein said Nissan could add more cells to the Leaf's battery pack to increase the range to something like the Tesla Model S's, but "we're mass producers and must produce affordable technology. We're not at the extremes of luxury and the Leaf targets the affordable segment for commuter usage."

RENAULT UK BOSS Ken Ramirez has hinted that more GT variants, like the Mégane GT to be released next year, could enter its line-up. "When we have cars that aren't in the target Renaultsport segments, GT models are a better proposition," he said.

CARAVELLE SPECIAL SALUTES T1

Volkswagen has launched a special-edition Caravelle called the Generation Six. It features red and white paintwork, harking back to the original Volkswagen T1, and a luxurious interior. Prices start at £52,051 for the 148bhp version.



SAAB 9-3 BACK FROM THE DEAD

The Saab 9-3 will live on in Turkey after the country agreed to buy the intellectual property rights. The electric 9-3 developed by NEVS, which filed for bankruptcy protection last year, will form the basis of a new Turkish 'national car'.



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MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *0% APR Representative up to 37 months. Terms and conditions apply, excludes 308 GTI models, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. We will only introduce you to Peugeot Financial Services. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01/10/15 and 31/12/15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. +£500 deposit contribution at participating dealers. Model shown is a 308 Hatchback GT Line with metallic paint at £21,970. Touchscreen with satellite navigation and reversing camera, full LED headlights and fog lights are standard on a 308 Hatchback GT Line. All information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

PEUGEOT 308

MOTION & EMOTION



PEUGEOT

Teaser image hints at Nissan's electric Tokyo show concept

Nissan previews clever new Leaf

Tokyo show concept showcases latest autonomous and electric tech and hints at the next-gen Leaf

Nissan has teased its main concept ahead of this week's Tokyo motor show – a car that's rumoured to preview the next generation of the battery-powered Leaf.

Nissan has remained tight-lipped about the concept, issuing only a single, poorly lit image so far that shows what appears to be a sleek hatchback that features the

firm's latest corporate grille treatment and a distinctive kink around the C-pillar. A short press release describes the unnamed car as "Nissan's future vision of car intelligence and electrification", supporting speculation that the concept will highlight autonomous technology and Nissan's latest generation of batteries and electric motors.

Insiders also suggest the Tokyo car's styling will point to the next generation of Leaf, which is due by 2017. Nissan is considering expanding the Leaf sub-brand to include further models and bodystyles, according to the firm's executive vice-president, Trevor Mann, but the core of the range is still expected to be a five-door hatchback.

"There could be more than one Leaf," Mann said previously. "We've always said it needn't be one car."

He hasn't expanded on what those other models could be but has pointed out that the company has already produced an electric van. "We've got the NV200 electric now, too, but obviously we're still studying other opportunities," Mann

said. "What we've got to do is make sure the market is right."

"We want to make sure that when we do the next one or we expand the line-up, we're really taking the market intelligence that we're gathering and using it. With our customer base, we have an enormous amount of feedback that we can recycle into what we do in the future."

JOHN McILROY

Nissan close to 'comfortable' position in Europe

NISSAN SALES ARE booming in western Europe, but the brand won't "force the market" in pursuit of pure market share, according to the company's European boss.

Paul Willcox, chairman of Nissan's European region, said sales were up by 14% last year, giving the brand a 4% market share, and growth was running at around 9% for the first nine months of this year.

Achieving a European market share of 4-5% will be a "comfortable" position for the company, he said.

"We want to stay in profit in western Europe, so trying to get to a 6-7% share would just be forcing the market," he said, citing the risk of

having to offer discounts and cheap PCP deals in order to hit increased sales targets.

Willcox also revealed that the next Micra, previewed by the Sway concept at the Geneva motor show in March, would be heading upmarket, with the new-generation model becoming a sister car to the current Renault Clio.

"The new Micra will be built at the Flins plant [in France] alongside the Clio," he said. "It will become a direct rival for cars such as the Vauxhall Corsa and Ford Fiesta."

Willcox pointed out that Nissan has had the Micra brand in Europe "for 33 years" and acknowledged that this new model will move it markedly away from its

city car roots. The current Micra – primarily engineered to be affordable in developing markets – has not been a sales hit in Europe.

Willcox said Nissan has "leadership in the crossover market" and expects the brand to continue to benefit from the soaring demand for this type of vehicle.

"Sales in the D-segment [Mondeo class] have collapsed and the cost of owning a premium car has been falling," he added. "The versatility of the crossover format is what is driving sales."

With three closely scaled crossovers in its line-up, Nissan is, Willcox suggested, uniquely placed to benefit. **HILTON HOLLOWAY**



Geneva show's Sway concept previewed the next-gen Micra

Merc looks to driverless era

New self-driving Mercedes MPV concept previews emissions-free travel in a high-tech 'living space'

Mercedes-Benz's new Vision Tokyo concept gives a glimpse at the design ideas, zero-emissions powertrain and holographic multimedia technology it envisages employing on a future line-up of self-driving models.

The rakish people-carrier has been created by Mercedes' global network of advanced design studios. The Vision Tokyo is a follow-up to the F015 Luxury in Motion, with which it shares many of its key elements.

According to Mercedes, the new five-seater sets out to "show how the car of the future can be turned into a hip living space in the midst of megacity traffic mayhem".

Clothed in a smooth monobox body sporting a large trapezoidal-shaped grille, the Vision Tokyo stretches to 4803mm in length, 2100mm in width and 1600mm in height. That makes it 117mm shorter, 180mm wider and 75mm lower than the short-wheelbase R-Class, Mercedes' most recent luxury MPV.

The concept features a single large gullwing door that hinges upwards from the roof. At the rear, tail-lights are integrated within the outer edges of an oval rear window.

Various sections of the exterior, including the grille and spokes of its 26in wheels, are illuminated in blue – a colour, Mercedes suggests, that provides clues to its

emissions-free hydrogen-fuelled powertrain. Several sensors and the stereo camera technology required to enable the Vision Tokyo to drive itself are primarily housed within a fin mounted on the roof.

Mercedes has provided the Vision Tokyo with deep machine learning and intelligent predictive engine processes, indicating its future production cars could evolve during use to meet the needs of customers. "With each journey, it becomes more familiar with its occupants, their likes and preferences," Mercedes said.

Continuing the theme explored on the F015 Luxury in Motion concept, the Vision Tokyo features a futuristically styled interior that is designed

to take full advantage of hands-off autonomous driving technology by providing a face-to-face cabin environment for its occupants.

Conventional seats are eschewed in favour of a semi-circular couch that can accommodate five adults.

The sides of the cabin are lined in leather and adorned with LED touchscreens. Together with an overhead projector module, they provide an advanced multimedia experience, with various displays projected as a three-dimensional hologram.

A seat facing in the direction of travel can be released from the front of the couch should the Vision Tokyo require manual control, allowing the

driver to operate the steering wheel, which can also be moved from a standby position into a proper driving position.

Power comes from an updated version of the hydrogen fuel cell electric powertrain initially showcased by the F015 Luxury in Motion.

It is claimed to provide the Vision Tokyo with an overall range of up to 609 miles – 118 miles courtesy of electricity stored in a battery via either plug-in or inductive means and a further 491 miles on the electricity produced on the run by the fuel cell stack.

The hydrogen used to power the system is stored in pressurised tanks within the floor of the vehicle.

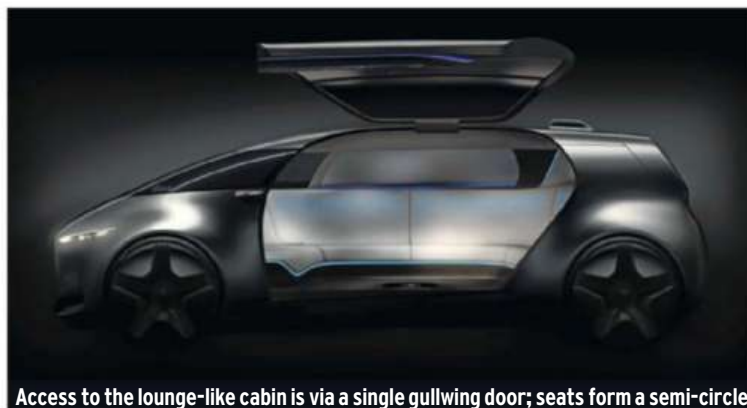
GREG KABLE



Blue lighting is meant to convey its hydrogen credentials



Driver's seat can swivel away from the sofa if manual control of the car is required



Access to the lounge-like cabin is via a single gullwing door; seats form a semi-circle



An environmental group said the Zafira's emissions were excessive

Opel denies NOx test cheat device

OPEL HAS BRANDED allegations aired by a German environmental group that the Zafira 1.6 CDTi emits levels of nitrogen oxides (NOx) up to 17 times higher than prescribed under EU6 emissions laws during rolling road testing as "false and unfounded".

Tests carried out by the Bern Technical College under commission from the German Environmental Aid Association are claimed to have identified discrepancies in the emissions of the 118bhp 1.6-litre diesel Zafira (badged Zafira Tourer as a Vauxhall in the UK) during rolling road tests in which only the front wheels are

turning and those in which all four wheels turn.

The association also said the amount of NOx generated by the Zafira increased rapidly when it was accelerated to 93mph.

The allegations led to insinuations that Opel may have equipped certain models with manipulation software similar to that used by Volkswagen, or employed a 'defeat device' that shuts off the injection of urea into the exhaust system at higher speeds.

Rebuffing the allegations in a letter to the media, Opel claimed its own tests reveal the emission values of the Zafira 1.6 CDTi to be "absolutely correct and in accordance with the law".



VW's later EA288 2.0 TDI has been checked for cheat software

VW's EA288 is clean

VOLKSWAGEN HAS confirmed that its EA288 diesel engine does not contain the 'defeat device' software that has plunged the group into crisis.

German news agency DPA had reported that early EU5-compliant versions of the EA288 motor – a unit derived from the EA189 design that has been at the heart of the emissions scandal – were

under scrutiny by VW engineers as they tried to establish the full extent of the problem.

VW said it had been examining the engines, but that process has since been completed.

"No software constituting an improper defeat device as defined in law is installed in vehicles with EA288 engines," the company said.

Tester's Notes

Matt Prior

Peugeot 308 GTi's hot hatch telltales are subtle but apparent



Peugeot wants to be back in the serious hot hatch market again. Or, rather, Peugeot is back in the hot hatch market, where it would like to be taken seriously again, having rediscovered – if you'll forgive the phrase – its mojo.

So the 308 GTi is out. I like it a great deal, but this half-page of nonsense isn't the place for a full assessment of the car. That'll come next week, when it'll appear alongside a Ford Focus ST with Mountune kit.

It's not the Peugeot itself, then, but hot hatches in general that I'm interested in today. Lots of car makers already produce hot hatches. Several more are thinking about it. And I already know what they'll be like – not to drive, I mean, but in ethos. Is there any other class of car whose attributes can be so easily telegraphed? Is any other class so predictable?

"We have a hatchback and we must make it hot," they say, around a big table in a big

Is there any other class of car whose attributes can be so easily telegraphed as the hot hatch?

meeting. "What must we do?"

Then the checklist comes out. Outside? It'll want bigger bumpers, front and rear, with more cooling area at the front whether it's necessary or not. There will be side skirts, plus a rear spoiler to effect the idea of downforce into the mind, if not actual downforce onto the car. The same will go for a rear diffuser, which, despite a 20mm ride height cut, will still be too far from the ground to do anything useful. Beside it there will be big tailpipes, perhaps

as many as one per cylinder; perhaps two of them will actually emit gas. There might be a red stripe at the front, and there will be bigger wheels, with painted brake calipers.

It goes on inside, in similar fashion. The steering wheel will be smaller and chunkier – and there's every chance it won't be round, either. Some chrome should appear on the gearlever. Pedals might be aluminium and the seats will be supportive – probably with a white or grey script on them somewhere. Otherwise, expect lots of black – perhaps faux carbonfibre, or at least piano black, with black cloth, Alcantara, occasionally leather and always, but always, red stitching. Unless it's yellow.

This predictability isn't the hot hatch's fault. With a supercar, you can start with a blank sheet of paper, but with a hot hatchback, you start with a piece of paper with a hatchback drawn on it. There's only so much you can do, so you follow a formula that makes it obvious that this is no ordinary hatch.

There are mechanical changes, too, of course. More power, perhaps a limited-slip diff and tweaked suspension. Formulaic stuff again, but this is where it gets hard. Creating a car that's competitive with a Ford Fiesta ST, Renaultsport Mégane or Volkswagen Golf GTI is rather less straightforward than picking the colour range.



This kind of approach makes the diffuser even less effective

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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Play 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Finance provided by Renault Finance, PO Box 149, Watford, WD17 1FJ. Subject to status and availability. Indemnities may be required. UK resident (exc. Channel Islands). Over 18s. Terms and Conditions apply. Participating dealers only. Offer based on 6000 miles per annum. Excess mileage of 8p per mile inc. VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered by 31 December 2015. Clio shown has optional Flame Red Renault i.d metallic paint available at an additional £595.

A Week In Cars



Steve Cropley

Autocar ran an NSX as a long-term; it stayed for years



Handshake awaits the team behind the Mini JCW's damping



TUESDAY

I haven't sat in our Range Rover Sport for several months, but due to its popularity with my colleagues, the mileage has crept up to 27,000. Very interested to give it a whiz today, especially since I'd been driving the lightly revised model (power up 14bhp; 74lb ft more torque) hours earlier. If you want proof that things always improve in the car game, this is it. For 2016, the Sport's creamy torque is even creamier. The slow step-off we've criticised is noticeably improved, if still not perfect. Best of all, the Range Rover Sport feels, as ever, to have been created personally for me.

WEDNESDAY AM

Our long-awaited Honda NSX drive story (see p28) – and the conclusions it reaches about speed with usability – takes me back to the 1990s, when Autocar ran a 3.2-litre NSX as a long-term. The car was so enjoyable, easy to use and all-round excellent (apart from being unbelievably hungry for rear tyres) that it stayed for years: one of our grands from ages made it his daily smoker until the odometer notched 90,000.

One fond memory is collecting the car at John

I yearn for a VW Golf GTI-e, or a Nissan Skyline eGTR, and I'm convinced I'm not alone

Cooper Garages of West Sussex, then a Honda dealership and the well-spring of the traditional Mini Cooper. The Honda handover was done by the late Formula 1 constructor himself, and he applied his famous moniker to the inside of our engine bay to mark the moment. He was a hilarious guy

who was soon telling tales of his early racing days. At one summer meeting in the 1950s, he allowed himself to be seen furtively adding Ribena to his cars' cooling systems, before confiding to a chatty paddock character that he'd discovered a new way of preventing cars from boiling on the grid. He chuckled through the rest of the afternoon as he watched rivals pouring blackcurrent concentrate into their own cars' bubbling radiators.

WEDNESDAY PM

First trot for ages in a Mini JCW, hottest 'brick' you can buy from a showroom. It's as quick and refined as you'd expect of a third-generation BMW whose parameters have hardly changed. Loved the ever-ready

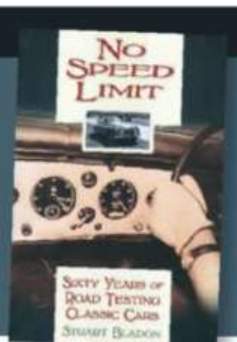
poke, the quick and precise steering and the bum-on-floor driving position. And if I ever get the chance to shake hands with the team that sorted the damping, I'll be proud to do it. The latest JCW has superb body control but always stays comfortable. Mind you, I'm not keen on the dingy interior (ditch that dinner plate, please, and give us a decent switch layout) or the way the Mini's styling has been stretched over a new set of baby BMW underbits. But neither would be a deal-breaker.

blighted unless (as Professional Engineering magazine points out) we want to add an average 16g/km to the CO₂ output of every car in Britain. I'm ever more interested in pure-electric cars. Their swift step-off, silence and sheer ease of use restore enjoyment to tough modern driving conditions.

My main regret is there are few affordable 'enthusiast' electric cars. For now, utility predominates over muscle, sportiness or high image at sub-Tesla levels. I yearn for a VW Golf GTI-e, or a Nissan Skyline eGTR, and am convinced I'm not alone. A recent search through Pistonheads' classifieds for examples of the Tesla Roadster (a quick but far from perfect battery sports car) turned up three, each at £50,000-plus. Surely, that's proof the electric fun car commands a big premium.

And another thing...

Veteran Autocar tester Stuart Bladon has turned 60 years of driving other people's cars into a fine book, *No Speed Limit*, published by History Press. His chapter on the Jaguar E-Type is typically fascinating as it faces the key question: "Did it do 150mph, as published in the road test?" Find out for a paltry £14.99.



steve.cropley@autocar.co.uk

@StvCr

SCRUM IN STYLE

The rugged new Fiat 500X can comfortably fit a pack of rugby players and their kit – without sacrificing on style or comfort



Rugby players are a tough bunch. From dealing with body-crunching tackles while fighting through the opposition line or butting heads in a scrum, they pay a price to take part in the game they love.

At the amateur level, life is also tough for their cars. It takes a pretty rugged machine to house a pack of sweaty, muddy forwards and their equipment, and transport them to and from a game in comfort and style.

"Our team share cars to get to games all the time – and it can get pretty cramped if you're in the wrong car," says James Cramp, Teddington Rugby Football Club's number eight. "You need a car that can comfortably fit in four or five big lads, and a lot of team kit and equipment."

The new Fiat 500X is the perfect car for the job: like a good number eight, it's tough and packs plenty of punch, while also being speedy and nimble. To prove it, a group of amateur players from Teddington RFC were asked to take a road trip in a pair of Fiat 500X cars. Their destination: to meet up with former England international rugby player and Fiat 500X driver Ugo Monye.

"When we saw the Fiat 500X for the first time it was a real surprise," admits Cramp. "It was bigger and had a lot more space than I expected, and we all fitted in easily – and it looks stylish too."

That classic Italian style doesn't come at the expense of practicality. The Fiat 500X is available in front- and all-wheel-drive, with a range of turbo petrol and diesel engines that produce up to 170bhp. That's enough power to ensure the Fiat 500X has plenty of zip, even when weighed down with a rugby pack – and the car's 245-litre luggage compartment can house their kit with ease.

The Fiat 500X also has plenty of features to make spending time inside it a pleasure. Features including automatic climate control and a versatile Uconnect™ Radio Live system, with a 6.5-inch touch screen, ensure total comfort for both driver and passenger. Optional extras available include heated seats and useful driver assist systems such as brake control, blind spot and lane assist.

And if you think comfort isn't important to a group of tough, hardy rugby players, think again. As Cramp says: "After you've been beaten up playing rugby in the cold and wet for 80 minutes you're aching all over, and you want something that's very comfortable to drive home in – and the Fiat 500X really fits the bill."



TO FIND OUT MORE ABOUT THE NEW FIAT 500X,
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FIRST DRIVES

This week's new cars




Honda NSX

23.10.15, California, US Famous name returns to fight the Porsche 911 Turbo and McLaren 570S with hybrid power

QUICK FACTS

PRICE £120,000 (EST)
ON SALE SPRING 2016



After the multiple concept cars and prototype spy shots and a complete reboot of the programme halfway through, Honda has finally produced a driveable new-generation NSX that you can buy. Or will be able to buy, once the car goes into production in the US next spring or thereabouts – as long as there are no more gremlins to sort out.

Our NSX test car spent half of our two-day drive in northern California partially brain-fried by a limp-home mode triggered by the rev limiter. The distraught engineers corrected that problem and the rest of the time the NSX revealed itself to be a mid-engine track slayer very much in the Japanese *bushido* mode of quiet but swift competence. Honda has been out of the sports car arena for some time, so it's good to see the company back in the game.

Those familiar with the Porsche 918 Spyder hybrid will recognise elements of its make-up in the NSX. Up front are two electric motors with a combined output of 72bhp. These provide all-wheel-drive tractability, EV-mode stealth and torque vectoring capability through their overdriven planetary gearsets. In the back, wedged between the 500bhp twin-turbocharged 3.5-litre V6 and its nine-speed dual-clutch automatic gearbox, is a third, 50bhp motor that helps the engine to deliver low-speed torque while it waits for the boost to build to its 1.05bar peak. Combined real-world power output is 573bhp – enough to be considered worthy of the supercar badge.

All that hardware plus a lithium ion battery pack, magnetorheological suspension and lots of computers are stuffed into an aluminum spaceframe under a bodyshell of purposeful angularity and many heat-exchanger holes. With a price expected to land north of £120,000 in the UK, the NSX is going to seem a world apart in a Honda showroom full of sub-£30,000 family cars and runabouts, but it shows how technology is trickling down. What was once exclusively hypercar tech will eventually be in a Jazz. The NSX is a mid-point stopover.

With its gloriously odd 75deg bank angle, the V6 has a direct lineage to past Honda racing programmes, a wonderful fact barely hinted at by the four small exhaust pipes clustered at the back. The car's creators say it doesn't need larger plumbing, but one could argue the point. The NSX is too quiet, even with a meticulously engineered sound tube running off the intake to the cabin and controlled by its own electronic throttle body off a Japanese *kei* car.

The engine race-revs on start-up like a Ferrari, but it lacks the aural →

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The rabid acceleration out of corners is the most noticeable benefit of the hybrid system

← drama that makes ears prick up as you drive down the high street. Okay, not every sports car has to be obnoxiously Latin, but a little more *bella voce* would be welcome.

A central rotary switch controls the four driving modes, starting with Quiet, the fuel-saver mode that allows the car to creep off using electric power only up to 40mph if you're feather-light on the pedal. We don't have fuel consumption figures from the European test yet, but the NSX is expected to average about 17mpg when the US test figures are released, with cruising economy in the region of 20mpg.

One rung up is Sport mode, which is for HR-V drivers who have just won the lottery. The steering is very fast

but much too light in this mode, and it can become tricky to plot a smooth and accurate course at high speeds. But if you like to take calls on your traffic-laden slog into the office, this is the commuting mode.

Switching to Sport-Plus finally brings appropriate steering heft and rotates the virtual rev counter to put the redline closer to high noon. Honda doesn't give you à la carte control, as you get with Audi's Individual setting or BMW's many mode buttons. That's a pity. The NSX would benefit from customisable settings so drivers can have what they want in any mode.

Track mode is where the NSX fully reveals itself as a McLaren 570S hunter, especially if you're driving

on the optional (but short-lived) Michelin Pilot Sport Cup 2 tyres. The rabid acceleration out of corners is the most noticeable benefit of the hybrid system, as the front motors help to tug the 1725kg car up to silly speeds. Our car had optional carbon-ceramic brakes; pedal response is firm and the braking force is minutely adjustable.

The lump intruding into the single small boot at the rear of the car is the new nine-speed transmission, developed specifically for the NSX to be as short as possible to centralise the mass. You can shift it manually with paddles, but it's easy to get lost in the maze of short ratios and the engine spins so energetically to the redline that triggering the limiter

is a frequent nuisance. There are none of the prominent shift lights that you get on a Ferrari. Instead, the revcounter simply flashes red when you're close to the end, a distinction you can easily miss if your eyes are fixed on the road.

So it's best to leave the transmission in Drive and let the computer handle it. In Track mode, we never found the programming wanting, the car always in the right gear to make the magic happen. As with so many elements of the NSX, this is a hint of the future, when all transmission control will come down to a couple of buttons.

Honda didn't want the steering wheel to squirm in your hands, so it has gone for a GT-style approach →



Infotainment display is standard Honda



Wide, low-set seats are leather and Alcantara; instruments mix digital and analogue



Optional carbon brakes offer good feel

All the tools are there for a historic supercar, save for the drama we expect of such vehicles





← in which the steering filters out most of the impacts, letting just enough data through to provide a sense of the g-forces. Even so, on the standard Continental ContiSportContact tyres, the understeer is pronounced. The Ohio-based engineering and test team say some push is deliberate, a nod to the wide range of driving abilities expected. As you go up the mode ladder to Track, the understeer diminishes as the torque vectoring ramps up. In Track, on the optional Michelins and with the hovering stability control turned off, the NSX feels like it'll run with all the cars in its price class, from a Porsche 911 Turbo to an Audi R8.

You open the doors with pull sticks of the kind found on Aston Martins. The expansive seats are mostly leather, with spinal strips of grippy Alcantara. They're sited low, the centre console rising between them with the Park-Drive-Reverse buttons and the e-brake button. Arcs of aluminium trim provide the brightwork, carbonfibre-like inserts on the steering wheel speak of the car's mission, and a big start button with red text beckons your finger.

Beyond the small glovebox, there's very limited storage space and no obvious parking spot for your mobile phone. The central infotainment screen is straight from Honda's parts bin and the instrument cluster is equally conventional, with a large central rev counter and various hybrid-related gauges flashed on a TFT screen but flanked by analogue fuel and temperature dials.

The engineers worked hard to keep the A-pillars slim, but the good visibility still doesn't quite match that of the original NSX. On the new NSX, a 12mm-thick slab of glass, the thickest of any Honda production car, separates the cockpit from the engine compartment. It's a move designed to allow the piped-in engine noise to prevail. The sounds you hear are ones of cadenced technical proficiency, plus the sighing of the compressors. However, they are not thrilling.

With the new NSX, all the tools are there for a historic supercar, save for the drama that we expect from such vehicles. Future versions, including a rumoured roadster and Type R, are likely to change that. Meanwhile, Honda, welcome back to the fight.

LESLIE HOUBOLT



Under its sleek nose are two motors with a combined 72bhp to drive the front wheels



A-pillars are slim to aid driver's view out

HONDA NSX

Swift and accomplished in a quietly confident kind of way; in Track mode, a force to be reckoned with



Price	£120,000 (est)
Engine	V6, 3493cc, twin-turbo, petrol, plus 3 electric motors
Power	500bhp at 7500rpm (petrol)
Torque	406lb ft at 2000rpm (petrol)
0-60mph	2.9sec
Top speed	191mph
Kerb weight	1725kg
Gearbox	9-spd dual-clutch automatic
Economy	17-20mpg (est)
CO ₂ /tax band	na

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Cadillac ATS-V Coupé

22.10.15, Germany New 464bhp super-coupé has the firepower and spec to take on BMW's M4

Had you attended the European ATS-V press conference, you might have observed some wry smiles when Cadillac revealed what it regards as its new coupé's rivals. There, alongside the ATS-V, sat the BMW M4 and Lexus RC F.

However, cynics had their doubts dispelled as the conference ran on. As the development processes were explained, the upgrades detailed and the numbers presented, the ATS-V really began to appear a viable and serious alternative to an M4.

It's virtually the same size, for starters. Similarly, motive power comes from six force-fed cylinders. Power is sent to an electronically controlled limited-slip differential at the rear, albeit via an eight-speed automatic gearbox only. Alas, there's no manual 'box for European models.

The Cadillac even packs more firepower. Its twin-turbo 3.6-litre V6 deals out 464bhp and 445lb ft, eclipsing the BMW's 425bhp and 406lb ft. Despite weighing 1768kg, some 81kg more than the M4, it's also claimed to be quicker. The ATS-V is

said to sprint from zero to 62mph in 3.9sec, beating the M4 by 0.2sec.

Sure, the interior can't compete with European rivals. It's quiet, comfortable and well equipped inside, but thin-feeling materials, dated instruments and finicky touch-sensitive controls let it down. The boot may be big, but the rear seats are cramped and side and rearward visibility isn't too hot, either.

However, this all fades into relative insignificance the moment you give the throttle a prod. It sounds remarkably like a more refined Nissan GT-R. It warbles along at part-throttle, but pin the throttle and a sonorous howl fills the cabin as the ATS-V surges forward, engine rushing towards its 6500rpm limiter.

Putting the power down is easy, thanks to the limited-slip diff, finely engineered suspension and an easily modulated throttle. Unfortunately, the eight-speed auto 'box is the weak link in the chain. It's usually fine when left to its own devices but responds too slowly when you manually command shifts.

You discover another demerit when you brake. The ATS-V may have staggered six-piston calipers and substantial discs up front, but there's little feel to the hard, short-travel brake pedal. It's difficult to correctly meter out braking effort as a result.

But the ATS-V claws back your admiration in corners. A lightning-quick variable-ratio, electrically assisted ZF rack transmits input precisely to the front wheels and serves up adequate feedback and gratifying heft. Grip levels are high and body roll almost nil, allowing you to blow through corners at a vast rate of knots. Alternatively, disengage the traction control and revel in easily controlled power oversteer. Standard-fit MagneRide adaptive suspension offers a firm but fine ride, bolstering the appeal.

Those seeking road-based fun rather than outright track performance will find much to like. The charismatic ATS-V feels less treacherous than the highly strung M4 and offers more engagement and theatre at lower speeds.

Ultimately, though, the M4 is the superior driver's car – and let's not forget its more upmarket interior. You could overlook the Cadillac's foibles if it were substantially cheaper than its rivals, but it isn't. Even so, if you made space for an ATS-V on your drive, I'd both envy and applaud you.

You won't have to go to the trouble of importing one yourself, either. There's a solitary UK dealership in Surrey, and you'll be able to order an ATS-V early next year. There will be numerous GM-associated service centres to keep them on the road, too.

You'll have to wait several years for a right-hand-drive one, though, because that's only mooted to arrive with the second-generation ATS. Here's hoping a manual gearbox makes it over at the same time.

LEWIS KINGSTON

CADILLAC ATS-V COUPE PREMIUM

Rapid, engaging and dynamically adept but feels a bit cheap inside and is hindered by its auto gearbox



Price	£60,000 (est)
Engine	V6, 3564cc, twin-turbo, petrol
Power	464bhp at 5850rpm
Torque	445lb ft at 3500rpm
Kerb weight	1768kg
Gearbox	8-spd automatic
0-62mph	3.9sec
Top speed	189mph
Economy	24.8mpg (combined)
CO ₂ /tax band	260g/km, 37%



Perceived quality of the well-equipped interior may put you off, but the sound and pace from the twin-turbo V6 soon win you over

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BMW 730Ld

19.10.15, France and UK Flagship BMW guns for Mercedes-Benz's S-Class with a high-tech arsenal

With its new 7 Series, BMW is looking to muscle in on the sizeable market share of the impressive Mercedes-Benz S-Class. More than that, the 7 Series seems to be out to steal some of the limelight the S-Class enjoys as a benchmark for technology and safety.

BMW has really gone to town. Not only has it used carbonfibre in the 7 Series' construction but it has also included as standard a wirelessly chargeable key with a 2.2in screen that acts as a remote for various functions, including, eventually, remote driving of the car from the outside. But maybe the biggest hint that it's out to ruffle the S-Class's feathers is the Executive Drive Pro option, which acts like Mercedes' Magic Body Control by studying the road ahead and slackening the suspension to glide over larger bumps. Unlike Mercedes' system, the BMW set-up can be fitted to both diesel and petrol models and works in the dark and rain.

Here, we're sampling what's likely to be the best-selling 30d diesel, in

what should be the similarly popular long-wheelbase form. It's closely priced to the equivalent S-Class but is quicker, cleaner and more frugal.

To sit in and drive, the new 7 Series is a noticeably better prospect than its predecessor on cabin quality, ride comfort and technology. The engine is revised from the old 30d unit and a smooth punch of torque is just a flex of the foot away. Speed builds extremely quickly and linearly, with the eight-speed automatic gearbox exploiting the torque band superbly.

The previous 7 Series was always as concerned with agility as it was with ride comfort, hence a greater front-end urgency and firmer ride than its biggest rivals. However, BMW has fitted adjustable air suspension front and rear as standard to the new car. The result is certainly a more comfortable prospect. The way the 7 Series sponges away sleeping policemen and cushions undulating roads in Comfort mode is an improvement. Unfortunately, though, as the roads on our route back to the UK changed from French

to English, there was still a fidget to the secondary ride at low speeds.

Dial it to Sport and there's fun to be had. The steering is a little artificially weighted and just a touch vague off centre, but there's enough precision, grip and willingness from the chassis for the BMW to feel light on its feet.

The front seats offer a huge range of adjustment and enough room to literally stretch out, and it was almost impossible to be uncomfortable – or bored – in our long-wheelbase model's executive seating, complete with heated, massaging seats, twin screens and (optional) snap-in tablet computer. BMW's iDrive has been dialled up a notch, too. Its screen can now be controlled by both the rotary dial and touch, and its sharp 10.3in display looks fantastic. For a further £160, it's even possible to control some functions with hand gestures. Cabin quality is also a step up from BMW's previous attempt, with the standard leather upgraded and more advanced interior lighting options.

There's plenty of opportunity to spend serious cash on options, but

the standard kit list is long. Even on the entry-level short-wheelbase 730d, you get heated leather seats front and rear, that Smart Display key, four-zone climate control, BMW's highest level of iDrive with Bluetooth, DAB and sat-nav, keyless entry/start and adaptive cruise control.

The 7 Series is a much better car than it was and still one of the better luxury saloons to drive spiritedly, while cabin quality has been boosted to a far more competitive level. There are still question marks over its low-speed ride, though. For those buying the 7 Series as much to drive as to be driven in, it'll be a trade-off worth putting up with, but for luxury car buyers in search of the most pillowy progress, an S-Class still manages to keep its nose in front.

RORY WHITE

BMW 730Ld

More cossetting and advanced than before, and good to drive, but no match for an S-Class's comfort



Price	£68,480
Engine	6 cyls, 2993cc, twin-turbo, diesel
Power	261bhp at 4000rpm
Torque	457lb ft at 2000-2500rpm
Gearbox	8-spd automatic
Kerb weight	1795kg
0-62mph	6.2sec
Top speed	155mph
Economy	58.9mpg (combined)
CO ₂ /tax band	127g/km, 23%



Screen for iDrive can be controlled by touch as well as a rotary dial; air suspension gives a better balance of control and comfort



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Mitsubishi Outlander PHEV GX4hs

15.10.15, Surrey Top-selling plug-in SUV gets major revisions in a bid to keep its market advantage

Mitsubishi's Outlander plug-in hybrid has become such a hit in the UK that it currently accounts for a staggering 50% of sales in the EV and PHEV sector. It has brought Mitsubishi a prominence not seen for decades, and the desire to keep this while underscoring its position as a producer of green SUVs are drivers for comprehensive updates to both looks and performance.

The secret of the PHEV's success is that it is currently the market's only plug-in hybrid SUV, which means it qualifies for the government's £5000 subsidy to buyers of electric cars while being sold for the same price as the regular Outlander diesel. Best of all, the PHEV's fuel economy and CO₂ figures mean it attracts a benefit-in-kind rate of just 5%.

Even for a 40% tax payer, the tax bill can be as low as £685 a year. On the move, there's a further saving, because an owner can charge the batteries overnight or at a fast charger, adding a real-world 25 miles of cheap electric travel to each journey.

For this facelift, there's a new

'Dynamic Shield' frontal treatment that's said to foreshadow a similar look on future Mitsubishi SUVs. It brings LED daytime running lights, a 3D grille, new bumpers and a mildly different tail treatment. The bumpers also add 40mm to the overall length, making the new Outlander look lower and sleeker than before.

Major fascia revisions make the cabin look simpler and classier. There are no changes to interior space, which is generous but not quite class-leading. The seats are comfortable and the fixtures and fittings have a pleasant durability about them.

Even on the most basic GX3h (GX3h+, GX4h and GX4hs models are also available), standard equipment is impressive, with climate control and cruise control available across the range. The GX4h gets leather seats, a heated steering wheel, DAB radio, self-levelling LED headlights and a 360deg camera, while the GX4hs adds front and rear parking sensors and additional safety features.

The Outlander PHEV's powertrain

may sound exotic – a 2.0-litre petrol engine working with two battery-driven electric motors, one front and one rear – but driving the car is easy. For maximum performance, all three power sources work together, and for 2016 the PHEV's step-off – a previous point of criticism – has been improved. The 0-25mph time has been cut by a full two seconds, instantly recognisable in a feeling of liveliness.

The ECU decides how and when the electric motors should contribute to your progress or convert themselves into generators to replenish the battery when the car is braking or battery charge is low. You can decide, via console switches, when to recharge the batteries, when to use electric drive only and when to ensure all four wheels are driven. At a cruise on the motorway, most of the propulsion comes from the petrol engine, which clutches itself into the drive system instead of being a mere generator, as it is at most other times.

The suspension has been given a comprehensive rethink, with strengthening added to the front and

rear subframes, while the spring and damper rates have been recalibrated. The result is a flatter, slightly tauter ride than before, although the car is still rather noisy over sharp bumps in a way that its best rivals aren't. However, the steering is excellent – well weighted and communicative – and the chassis grips well in corners, with little body roll.

The Outlander PHEV looks a good proposition, although it's arguable that a diesel could equal and possibly beat its range and fuel consumption. However, the ownership factors are particularly impressive. Mitsubishi has a good reputation for reliability and the tax advantages, especially for company car drivers, are hard to overlook. Given that it's also a decent drive, it looks like a wise buy.

STEVE CROPLEY

MITSUBISHI OUTLANDER PHEV GX4HS

A fresher face and revised chassis make the Outlander PHEV better to look at and drive



Price	£35,999 (after gov't grant)
Engine	4 cyls, 1998cc, petrol, plus 2x60kW electric motors
Power	200bhp at 4500rpm
Torque	284lb ft at 4500rpm
Kerb weight	1845kg
Gearbox	CVT
0-62mph	11.0sec
Top speed	106mph
Economy	156mpg (combined)
CO ₂ /tax band	42g/km, 5%



Simplified fascia gives a more upmarket feel to the spacious cabin; initial acceleration, ride quality and looks have been improved



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'BLOWER' FOR SHOW TRIBUTE

Lord Montagu's life dedicated to the classic car movement will be honoured at Classic & Sports Car – The London Show. The founder of the National Motor Museum, Vintage Tyre Supplies and the Beaulieu autojumbles will be commemorated via a spectacular 'Blower' Bentley and Lord Montagu's own favourite, a 1909 Rolls-Royce Silver Ghost. The special display is the latest feature added to the event at Alexandra Palace from 30 October to 1 November, which already includes a wonderful tribute to Sir Stirling Moss with five of his most significant single-seaters. The exhibits range from the Cooper MkIV with which he dominated in Formula 3 to the Vanwall with which the boy wonder became the first British driver to win his home Grand Prix in a Brit-built car.

As well as more than 300 of the world's most desirable classic cars, other main features will include the 10 greatest British cars ever made (including the unveiling of the overall number one selected by a global poll) and the history of Aston Martin. There will be

loads of other attractions including a wonderful automotive art gallery and a live stage where Henry Hope-Frost will interview a host of names including Ross Brawn, Norman Dewis and more.

For fans of two-wheelers an entire hall will be given over to a 50-strong celebration of the British motorcycle industry, including a show-stopping centrepiece.

Plus, with reserved parking for classics and a 'drive-out' organised by C&SC magazine, it's a must for all enthusiasts.

See www.classicandsportscarshow.com



THE KNOWLEDGE

WHAT IS IT?

Masterminded by *Classic & Sports Car* magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

WHEN IS IT?

Friday 30 October to Sunday 1 November.

WHERE DOES IT TAKE PLACE?

Alexandra Palace in London. The iconic building was chosen specifically because it was an attractive and appropriate setting for so many beautiful cars.

OPENING TIMES

Friday and Saturday: 10am to 6pm
Sunday: 10am to 5pm

GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double-decker Routemaster bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site at Wood Green.

For enthusiasts driving to the show in a classic, C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult). On-the-door prices are £27 (adults). Children under 16 will be admitted free of charge if they are accompanied by an adult.

To claim exclusive 20% discount, book now on 08445 811275 or at www.theticketfactory.com/cscs quoting CSCSAUTC

MORE INFORMATION

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SECONDS

Jaguar's first XF was a class champion. Can its all-new second iteration uphold XF honour when faced with BMW's big-hitting 530d? **Matt Saunders** referees the bout

PHOTOGRAPHY JOHN BRADSHAW



OUT





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AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
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M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
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M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
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C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
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997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
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Things seem to be going quite well for Jaguar all of a sudden, don't they? Well enough that we might even risk a hostage to fortune: a hope for the future. Here's mine. That in five, 10 or even 25 years' time – once the model catalogue is more fully fleshed out, the balance sheet is handsomely repaying Tata's investment and this great British brand is finally selling enough cars that any talk of its dreaded 'untapped potential' becomes a thing of the past – someone in long trousers has the good sense to say: "Enough. That'll do. We've made it, everyone. This is what success looks like for us."

God knows how many cars the firm needs to shift annually to reach that point. I'd say a lot more than it does now but significantly fewer than any of the German manufacturers with which it's routinely compared.

The key thing is that Jaguar isn't a typical premium automotive brand. In my book, it's something of a minority-interest car maker – and long may it continue to be. It serves the interests of keen drivers looking for handsome, desirable, real-world driver's cars tuned a bit differently from the Bavarian bunch. It does not, and need not, serve those looking

first and foremost for engineering monoliths, 150mph office cubicles, car park status symbols, lifestyle machines or any other concept currently used to part global middle classes from their hard-earned.

There, I can get off the soapbox. Now to this week's good news: evidence that Jaguar understands all of the above, coming in the shape of the new XF.

It's a measure of the historic significance of 2015 for Jaguar that it can roll out a replacement for the car that effectively turned around its fortunes eight years ago and almost no one seems to notice. The reason is because the XF represents Jaguar doing something it has hardly needed to do at all over the past decade: consolidate.

Under the skin, the XF is all new. Inheriting the aluminium-rich modular platform, Integral Link rear suspension, Ingenium four-cylinder diesel engines and electromechanical power steering of the smaller XE, the car is longer of wheelbase and cabin but shorter overall than its mostly steel predecessor. Significantly lighter, more aerodynamically efficient and more economical, it has the makings of a much-altered car.

And yet it isn't: not to drive, and →



BMW's driving position is similar to the Jaguar's, but there's a greater sense of space



XF's cabin feels richer and more enticing; infotainment touchscreen is fiddly, though

Jaguar does not serve those looking first and foremost for 150mph office cubicles



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New XF outpoints the 5 Series for handling adeptness and finesse



The XF feels stronger at times, but the 530d's engine and gearbox are more responsive

← not in so many other ways, either, all of which we'll come to. Jaguar has had the confidence to use transformative technology in a discreet and non-transformative way with this car. To say: "We like the niche we've carved out for ourselves here, and we hope you do, too. So we're sticking with it."

That impression becomes unmistakable when you line up the new XF against one of its key competitors and, bit by bit, weigh up what it does well against the not so well. Our first opportunity to do that has come in the contrasting shapes of the Jaguar in headline diesel 3.0d S form and the BMW 530d, the long-time preferred choice of the upwardly mobile business set willing to pay for extra performance and prestige.

There is clear substance to Jaguar's claim to have brought the XF right onto the pace for performance, fuel economy and all-important CO₂ emissions. The most frugal four-cylinder diesel versions of the car undercut their rivals from Audi, BMW and Mercedes-Benz on CO₂. And whereas the more powerful diesel versions of the XF used to be a country mile off the standard set by other six-cylinder models, this one is different. The 3.0d S matches our

530d M Sport precisely on paper for claimed fuel economy, CO₂ and the 0-62mph sprint. These are things clear-thinking business types are likely to consider before getting anywhere near a showroom.

As is price, an area where the BMW has a huge advantage. More than £5000 separates the list prices of our cars. That difference may narrow a bit for plenty of customers when they consider that the Jaguar is slightly better equipped than the BMW, but residual values will do nothing to mitigate for the Jaguar via the improvement of monthly lease costs. Our sources at CAP expect both cars to retain 48% of their list price over three years and 30,000 miles.

In the metal, there is better news for Jaguar. Superior packaging has addressed one of the old XF's major failings, because although the car used to be almost the longest saloon in its class, it also used to be about the least spacious. The new one is at once shorter and more roomy, although it is still not a car likely to sell on its accommodation levels.

The 530d, although shorter still, is even bigger inside. The BMW's cabin – less rich and enticing than the Jaguar's, but still more solid-feeling – is wider and longer and offers a →



Twin-turbo straight six diesel engine gives the 530d 398lb ft at 1500rpm and 255bhp



XF's V6 diesel is also a twin-turbo 3.0, but it puts out 516lb ft at 2000rpm and 296bhp



There's 520 litres of carrying capacity available in the 530d's boot and access is good



XF's load bay stretches to 540 litres, aided by the car being slightly wider and longer

◀ little more head room in both rows. The BMW's seats are broader, more adjustable and more supportive. So the 5 Series is a better 'big saloon' in all respects, if big is what you want. And I'm not sure XF drivers do.

In the XF, the driver trades outright space for a sense of cradled closeness at the wheel. Although the cars' driving positions are very similar, the Jaguar's door console, centre tunnel and roof feel closer to your extremities. The back seats are now no embarrassment and roomy enough for two big adults, mainly thanks to a recess carved out of the roof panelling. But the BMW's back seats are notably bigger still and its boot is both longer and deeper.

A new fuel injection system and new turbochargers conjure significant power and torque improvements from the Jaguar's V6 diesel and will doubtless convince

some that the six-pot XF is a closer rival for the 535d than the model we've pitched it against here.

However, on the road, the 530d's engine is easily a match for the XF's.

On mechanical refinement and flexibility, it's honours even. The Jaguar V6 is better isolated at idle and low revs but also marginally more crotchety and less free-revving than the BMW straight six at high revs. Although the Jaguar feels stronger at times because of its greater mid-range torque, the BMW's engine and gearbox are more responsive, so there's nothing between the cars in terms of real-world pace, either.

Overall – albeit by only a nose – the BMW's powertrain shades the contest, despite giving up so much on peak power and torque. Expect a 535d, then, to feel like a hot rod in comparison with the XF – just as it does next to every rival bar, perhaps,

Audi's 3.0-litre BiTDi A6 and A7.

Does this make the 5 Series the default driver's choice that it always used to be, at the richer end of the diesel executive saloon spectrum? Perhaps for some it will. But frankly, even if you have only a passing, matter-of-fact regard for dynamic sophistication and driver appeal, I think you'd recognise that one of these cars is outstanding to drive and the other one only very good.

The XF has the 5 Series totally beaten for ride and handling. It's more supple, compliant and quiet

riding, both on the motorway and at B-road speeds, more progressively and deftly controlled in its vertical and lateral body movements, more agile and responsive through corners and much more tactile and communicative through its steering wheel. That the Jaguar comes with adaptive damping as standard and the BMW doesn't (our test car did without it) helps to explain how such a striking advantage should be conjured for the XF on breadth of dynamic ability. But it can't excuse it. Whereas the 530d's steering feels

Jaguar's XF feels like a natural athlete and makes the BMW 5 Series feel like a journeyman



Rear passengers will enjoy more head room and leg space in the better-packaged BMW



New XF is roomier in the back than before and two adults can sit here in comfort now



dull and heavy, the XF's is incisive and bright. The pace and heft of the BMW's steering makes it a car you have to muscle into corners, whereas the Jaguar feels more delicate, lithe and precise on its way to an apex. The XF's steering also loads up beautifully as cornering forces build and returns to centre with natural weight.


Handling balance is an asset for both cars, with abundant torque, excellent throttle response and skilfully set grip levels allowing you to involve the rear axle in the cornering conversation whenever you like. But the Jaguar's better damping and more dexterous wheel control make for a more consistent grip level and allow you to adjust its line more minutely. The XF feels like a natural athlete, suffusing even its everyday motorway gait with a flavour of its softly sprung, effortless brilliance, and it makes the 5 Series feel like a journeyman – a gifted amateur, perhaps – with a practised but not nearly so polished routine.

Which brings us neatly back to where we started. Although it has been through a huge technical change, the XF hasn't really changed much at all. It clearly wasn't meant to – and that's welcome news. The previous version spent most of its life

at the top of our mid-size executive class rankings, thanks to a blend of natural, communicative, involving handling and a suppleness of ride that always served it well on UK roads – and that, for keen drivers, ultimately made its relatively inefficient engines and second-rate cabin space worth tolerating.

The new XF has yet to be fully exposed to the Autocar road test, but when it is, I fully expect it to return to its old perch at the top of our executive pile, thanks to even more distinguishing ride and handling, much more competitive engines and better practicality.

I'm not sure I can see how it could do anything but – not in this magazine, at least. Nor, more important, can I think of a single thing that Jaguar should have done differently with this car, rather than just done better. There's still room for improvement here and there, in the details: the somewhat fiddly touchscreen infotainment system, the material quality and elsewhere. But Jaguar can perfect details over time, knowing that it has nailed the underlying positioning and broader-brush execution of the XF more sweetly than ever.

Here's to the power of consolidation. 

	1 Jaguar XF 3.0d S	2 BMW 530d M Sport auto
Rating	★★★★☆	★★★★☆
Price	£49,950	£44,465
0-62mph	5.8sec	5.8sec
Top speed	155mph (limited)	155mph (limited)
Economy	51.4mpg (combined)	51.4mpg (combined)
CO₂/tax band	144g/km	144g/km
Kerb weight	1750kg	1785kg
Engine layout	V6, 2993cc, twin-turbo, diesel	6 cyls in line, 2993cc, twin-turbo, diesel
Installation	Front, longitudinal, RWD	Front, longitudinal, RWD
Power	296bhp at 4000rpm	255bhp at 4000rpm
Torque	516lb ft at 2000rpm	398lb ft at 1500rpm
Power to weight	169bhp per tonne	143bhp per tonne
Specific output	99bhp per litre	85bhp per litre
Compression ratio	16.1:1	16.5:1
Gearbox	8-spd automatic	8-spd automatic
Length	4954mm	4907mm
Width	1880mm	1860mm
Height	1457mm	1464mm
Wheelbase	2960mm	2968mm
Fuel tank	66 litres	70 litres
Range	746 miles	791 miles
Boot	540 litres	520 litres
Front suspension	Double wishbones, coil springs, adaptive dampers, anti-roll bar	Double wishbones, coil springs, passive dampers, anti-roll bar
Rear suspension	Integral link, coil springs, adaptive dampers, anti-roll bar	Multi-link, coil springs, passive dampers, anti-roll bar
Brakes	355mm ventilated discs (f), 326mm discs (r)	348mm ventilated discs (f), 330mm ventilated discs (r)
Wheels	9Jx20in	9Jx19in (f), 10Jx19in (r)
Tyres	255/35 R20, Continental ContiSportContact 5P	245/40 R19 (f), 275/35 R19 (r), Bridgestone Turanza ER300



No one does rotary cars like Mazda. In fact, no one does rotary cars. But Mazda may be about to return one to its line-up. **Matt Prior** samples one it made earlier

PHOTOGRAPHY LUC LACEY

KING OF SPIN



If we had a pound for every time we had cause to write that Mazda was going to bring a new, rotary-engined sports car into production, we'd have, well, about six or seven quid.

But still, another motor show looms – this one Tokyo – and it's another where Mazda will have another rotary concept. It has now been so long since it had a rotary car in its range – since anyone had a rotary car in their range – that it's worth reminding yourself what one is like.

We could have borrowed a recent car, perhaps an RX-8, but I like the purity of an earlier rotary. So we've opted to try the first of the

RX-7s – or near to it. This is a late first-generation car, so post mid-life upgrades, but an original RX-7 in the scheme of things. Mechanically, it's sound and, er, it's 'honest' of body – brushed touch-ups here and there, but straight and solid. And cute. It's not as dinky as you'd think for a car from 1983. It sold well in the US and they don't do tiny cars, so at nearly 4.3 metres long it's a touch longer even than today's Toyota GT86. Like the Toyota, it's a 2+2 (although American cars were two-seaters, hence the rear chairs are pretty hopeless), but the Mazda is much narrower than a car of today, at only 1675mm wide.

That much is obvious when you →



Pop-up lights once signalled sports intent



Rotary will spin to 7000rpm with alacrity



← slip inside the carpeted, veloured interior, whose colour and finish tell you quite a lot about when this car was built. Driver and passenger are seated fairly close, but it's the proximity of the exterior and the glass area that show the car's age – that make you think you probably don't want to have an accident in it. The A-pillars are tiny, so visibility forwards is exceptional, as it is to the rear. The big glass rear hatch means that the entire rear-view mirror, bar a tiny amount of head-restraint intrusion at each corner, is given over to the view behind. No modern car gives you such a good outlook.

There's not much wrong with the driving position, either. The seat is a little higher than in today's coupés and the steering column is not adjustable, but the pedals are well spaced and the steering wheel is a pleasing size. The whole thing, though, is starting to feel like a 'classic'. At least, most of it is. But how about that engine?

Throw open the bonnet and you get a good view of it. Mazda set it

back behind the front axle, to give nigh on a 50/50 weight distribution, and it's a two-rotor unit that runs on a carburettor rather than being fuel injected. Each chamber is diddy, at 573cc. That technically gives a capacity of 1146cc, but because a rotary completes an entire combustion cycle per revolution – whereas a reciprocating engine wants two revs per cycle – it has the equivalent of 2292cc.

Back in the day, that was good for 105bhp and 105lb ft – not a huge amount, even though the kerb weight is 1024kg. But still, sprightly enough; Autocar tested the RX-7 at 120mph flat out and completed 0-60mph in 8.9sec when it was new, figures that each new generation made quicker as the power output grew.

Today, though, it's not the performance that's startling but the engine's smoothness – and the slickness of the gearshift. Quite often, today, low-powered manual cars have the sweetest gearshifts because the 'box doesn't have to be so beefy to cope with the modest torque



RX-7 has modest 13in rims and its loping ride quality is helped by 185/70-profile tyres

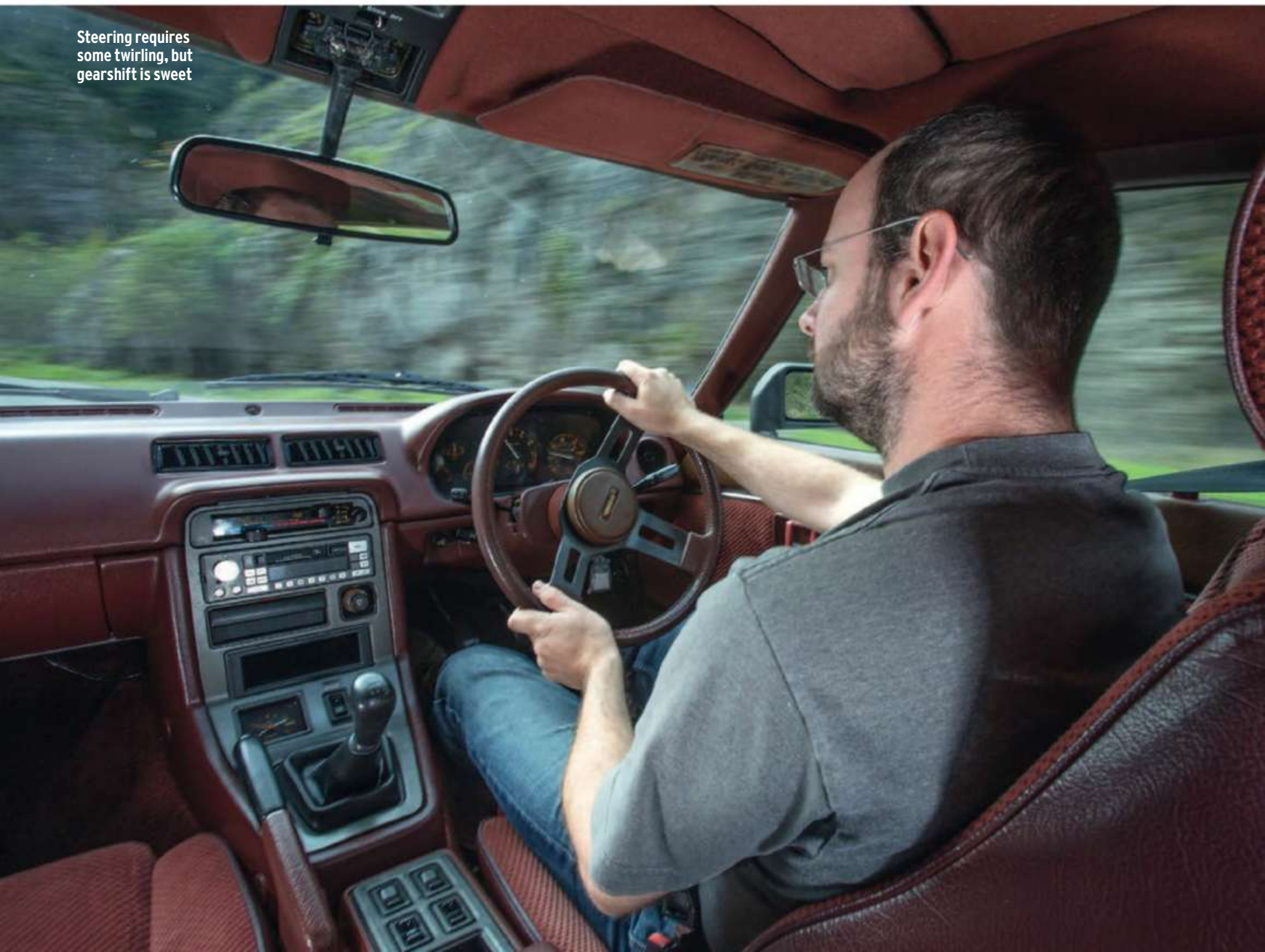


Two-rotor unit sits behind the front axle



Switchgear and trim typify their period

Steering requires some twirling, but gearshift is sweet



Top five rotary cars

Mazda 787B

Mazda is still the only Japanese manufacturer to win the Le Mans 24 Hours race outright, which it did with the 787B in 1991. It sounds as good today as it did then.

Mazda RX-7 Mk3

The 1991-2002 'FD' generation was the last of the two-seat RX-7s and the fastest and best. Twin turbochargers provided it with 276bhp, an output that is easy to tune higher.



Mazda 787B won the Le Mans 24 Hours

Mazda Cosmo

Mazda's predecessor to the RX series was the cute, 1967-onwards Cosmo, a sweet road car that became a decent racing car, too.

NSU Ro80

No list of rotary cars would be complete without the NSU, a technologically advanced and good-to-drive but fatally flawed saloon.

Mercedes-Benz C111

Mercedes experimented with a rotary in the early stages of its C111 series of supercars. First it ditched the rotary; later the whole project.



Mercedes C111 series included a rotary

output. I don't know if that's what's behind the RX-7's shift, but it's as good as anything currently on sale.

It needs to be, too, because you'll want to use it to exploit the engine to its fullest. It's tractable enough at low revs, but this is a unit that likes to spin. Throttle response is crisp and it has a lovely, sonorous sound that is impossibly smooth. There's no increase in harshness as revs rise and it gets no angrier and no more vibratory. It just hums, wasp-like, with a delicate, hollow rasp to the exhaust. While much of the RX-7 feels like a classic experience, the engine doesn't. It's no wonder there's an audible warning from around 6000rpm that the 7000rpm redline is approaching. Keep the throttle pinned and the engine sails up to and indeed (because it has a carburettor, not electronic injection) beyond it if you don't change up again.

The rest of the RX-7 experience is more of its time. The steering is unassisted, so anything between 3.5 and four turns lock to lock, depending on how heftily you're

prepared to challenge its soft limits. And although, later in life, the RX-7 was – still is – popular with drifters, given the number of turns between locks, that's something I'm disinclined to try with this one.

Instead, the RX is best enjoyed in the classic coupé style. It rides on 185/70 R13 tyres and has a loping, docile ride quality that makes it an easy companion, and it steers naturally and rolls up to a modest cornering limit. It'll hold a motorway cruise with ease and, as classics go, it's remarkably usable and, from less than £5000, not expensive – if you can find one.

Do so and you'll have a car that feels at home enough in modern traffic conditions and has bags of mid-to-late 20th century character, but with an engine that feels every inch at home in the second decade of the 21st century. Now we've just got to hope that Mazda will assemble a car whose entirety is fit for today, and tomorrow. Start putting the pounds to one side. You never know when they might finally push the button. **A**

'Throttle response is crisp
and it has a sonorous sound
that is **impossibly smooth**'



DIRT DEVILS

Can the Ariel Nomad really be as quick on a gravel stage as a Group N rally car? Two expert drivers join **Andrew Frankel** at Sweet Lamb in Wales to see

PHOTOGRAPHY LUC LACEY







Nomad's 235bhp 2.4-litre Honda-sourced engine is mounted behind the driver, who sits in a spartan but focused cabin; yellow knob adjusts fore-aft brake balance

I'd like to claim the idea for myself, but it came from an aside in a conversation about something else entirely with Ariel boss Simon Saunders. He mentioned in passing that while they were testing their Nomad, someone had casually timed its progress over a stage and thought its pace similar to that of a Group N rally car.

Had I not known Saunders for many years, I'd have dismissed it as puff, the kind of comment we hear quite a lot: a big, improbable claim couched in terms broad enough to offer plausible deniability should anyone ever put it to the test, which of course they never would. Except that's not his style.

But could a rear-wheel-drive road car with a normally aspirated 2.4-litre Honda motor really keep pace with a purpose-built four-wheel-drive turbocharged rally car complete with anti-lag, an

electronically programmable centre diff and the kind of suspension that could make the surface of the moon feel like the M4 motorway?

At times like this, it helps to look at it from the other perspective, and we needed a Group N car to do it. To the rescue: well-known motorsport pundit Tony Jardine, who has been a rally driver for 40 years and will in two weeks' time take part in his 20th Rally GB, when he will be driving a Rally Hire Group N 2007 Mitsubishi Evo IX. This is the same car in which, two years ago, aged 61, Jardine won his class in Wales Rally GB, navigated not by some seasoned pro but Olympic gold medal-winning

skeleton bob racer Amy Williams.

And it's true that the Evo does have a lot of tricks under its standard skin but so, too, does it weigh almost 1400kg – not far off double the weight of the Nomad, even with the Ariel in full off-road configuration. And because of the Group N regulations, the Evo's engine is not a 400bhp flame-thrower, but a standard road motor (save, I believe, toughened big-end bolts) breathing through a 33mm restrictor, limiting power to around 240bhp, far less than a bog-standard showroom Evo IX and a paltry 5bhp more than the Nomad. Would a power-to-weight ratio barely half that of its opponent not prove

an impediment too great even for a proper rally car to overcome?

The truth is, we didn't know, so we headed to the Sweet Lamb Rally Complex in mid-Wales to find out.

You may never have heard of this place, but as a venue to go and giggle yourself senseless driving fast, it beats the old Nürburgring hands down. It has 25 miles of gravel stages, including every kind of hump, jump, kink, corner, twist and turn the most fertile imagination could conjure. And if you're not sideways in every one of them, you're not doing it right.

The contest was simple: each team would field its own driver, Jardine in the Evo and Simon Clark behind the wheel of the Nomad. Clark, 38, has done all the development work on the Nomad, knows Sweet Lamb like the road outside his house and is surely one of rallying's great unknown talents, as the on-board footage will ably illustrate once posted on our

Anti-lag popping, Jardine flung the Evo at the scenery

website. We chose a fast two-mile stage and invited the drivers to do their best. Both cars wore purpose-built but road-legal gravel tyres and could do as many laps as they chose. I'd man the stopwatch.

The Nomad went first, twitching and snorting its way up the hill, Clark firing gear after gear at it, searching for some traction. As the car disappeared over the brow, we could hear its staccato voice echoing around Sweet Lamb with every stab of the throttle. Then he was back with us, running fast downhill, clearly airborne in many places, before slithering past, inside front wheel waving in the air, and rocketing away again. It was an awesome spectacle and produced a 1min 35.9sec lap, which he reduced to 1:33.4 two laps later. How close would Jardine get?

It didn't take long to find out. Driving like he had a rear-drive Ford Mk2 Escort under his feet rather than modern four-wheel-drive →

Our turn behind the wheel

THE RALLY CAR offers by far the more familiar driving environment. You have a standard dashboard, conventional driving position and even the original electric windows. It feels pleasantly rapid off the line and accelerates uphill on gravel as if it were on dry asphalt.

"Let the car do the work" is Tony Jardine's advice, so when the tail slides wide on entry, I don't fight it but use the steering just enough to keep pace with it, applying the power to maintain the slide. Like this, the amount of grip it can conjure on this surface is simply absurd. And yes, driven like this in fourth gear on the loose, it is every bit as much fun as it sounds. Even at quite dramatic angles, it never feels frightening, never feels like it might get away from you. From start to finish, it's on your side, your flexible friend accommodating your every request, however outrageous it may be. Above all, it inspires confidence, because that's what makes rally cars go fast.

I don't trust the Nomad at all on the first lap. In fact, it appears to be trying to kill me, with as much violent understeer followed by snap oversteer as I can quite uncomfortably cope with. But on lap two, it feels like a different car. It hadn't occurred to me that the tyres



would need time to get up to temperature on the loose, but I have no better explanation. Thereafter, the ride is wild but no longer suicidal. Despite its weight advantage, it's harder to get into the apex than the Evo, but when the nose does bite and the back breaks loose, there's as much fun to be had as you can handle.

So the Nomad asks a lot more of its driver, but for that reason it provides a greater sense of achievement when you bring it back in the right number of pieces. For myself, I think I'd rather spend a day at Sweet Lamb in the Evo, because it would be far more likely to have a happy ending. But one more lap? It would have to be in the Nomad. **AF**

Like the Nomad, the Evo's tyres are road-legal but purpose-built for gravel; 2.0-litre turbo engine is restricted to 240bhp; despite its rally add-ons, the cabin feels familiar



← Group N car, Jardine flung the Evo at the scenery, anti-lag popping like salvos of machine gun fire. It looked slower, but it wasn't. He took just two laps to blitz the Nomad's time and, on the third, did 1:30.4, fully three seconds faster than Clark.

Where was the Nomad going to find that kind of time? While the Evo had a minor electrical issue fixed, the Ariel boys went to look for it. They came back, having slackened off the rear dampers and dropped the tyre pressures. Whereupon Ariel's Henry Siebert-Saunders, whose baby the Nomad is, told Clark to set aside his understandable concerns about damaging the car, "get back in and drive faster". Which he duly did. Much, much faster, in fact. His first flying lap was the first of the day to go under 1min 30sec, and two laps later he did a barely believable 1:28.4, phlegmatically explaining that he'd found some more traction and got some heat into the tyres. But to those

Clark admitted that he left his brain behind on his last lap

of us looking on, he seemed not so much on the edge as having a proper peek over the other side.

On receipt of this news, Jardine simply murmured, "Got some work to do", strapped himself back into the Evo and drove it, to use his words, "as fast as I jolly well can". Except he didn't say 'jolly'.

Finding reserves in himself and the car I didn't know existed, Jardine took half a second out of the Nomad on his second flying lap and a bit more even than that on the next. He ended up with a 1:27.3 lap, 1.1sec faster than an Ariel being driven as fast as apparently possible on the facility upon which it was developed by the bloke who did all

the developing. Surely that was it, and to come so close to a proper rally car was a triumph in its own right.

Then, understandably unwilling to expose it to further wear and risk so close to Wales Rally GB, Jardine closed the Evo's account. Ariel, however, had no such constraints and sent Clark out again. Those last three laps will live in my mind for a very long time. His first was 1:27.8, his second 1:27.4, one scant tenth off the Evo. It is fair to say that now there were a few people hanging around on that hillside with concerned expressions on their face, none because they were any more worried about who'd come out on top.

And then one last lap – the one on

which Clark later admitted to leaving his brain behind. It seems silly to sit here and write this, but the car seemed to be going visibly quicker, more punctuated than ever by periods when you'd hear the revs go off the clock simply because the car was no longer connected to the ground. Our hearts were pumping hard just watching, so God knows what it must have been like inside. And when I looked at the stopwatch, I thought I must have pressed the button at the wrong time. It said 1:25.8. So I consulted the two others also timing the run, both part of the Rally Hire team. Their watches said the same.

So the Nomad beat the Evo IX by 1.5sec. Would Jardine have gone faster still had he done the same number of laps? It is impossible to know but, to me, it's also hardly the point: we went to Sweet Lamb simply to find out if a Nomad really could stay with the pace of a purpose-built rally car. And the answer is that it can. 🚩

Cable winch is an optional extra; suspension is by double wishbones, coil springs and Bilstein dampers; exhaust box runs across the car's rear; headlights are discreet





Rear wing of Jardine's Group N Evo IX is eye-catching even without its Pistonheads sponsorship; for Wales Rally GB next month, Jardine's co-driver will be Gordon Noble



Jardine (on left) was eventually pipped by Clark

	Mitsubishi Lancer Evo IX Group N rally car	Ariel Nomad
Price	£60,000 (est)	£36,000
0-60mph	5.5sec (est)	3.4sec
Top speed	130mph (est)	125mph
Economy	na	na
CO₂/tax band	na	na
Kerb weight	1380kg	670kg (before options)
Engine layout	4 cyls in line, 1997cc, turbo, petrol	4 cyls in line, 2354cc, petrol
Installation	Longitudinal, front, 4WD, active centre differential	Transverse, rear, RWD
Power	240bhp at 4800rpm	235bhp at 7200rpm
Torque	na	221lb ft at 4300rpm
Power to weight	170bhp per tonne	351bhp per tonne
Specific output	120bhp per litre	100bhp per litre
Gearbox	6-spd manual	6-spd manual

Jeep Renegade

Jeep's core values are applied to a Fiat-based compact crossover

MODEL TESTED 2.0 Multijet II 140 4WD Limited

● Price £25,995 ● Power 138bhp ● Torque 258lb ft ● 0-60mph 10.8sec ● 30-70mph in fourth 11.3sec
● Fuel economy 40.9mpg ● CO₂ emissions 134g/km ● 70-0mph 58.9m

Another new crossover hatchback must hardly seem like a landmark to most car industry watchers in a year that's been stacked to the roof with them. But suspend your disbelief, because when a company such as Jeep reaches back into its seven decades of 4x4-making history, confronts the new corporate context in which it finds itself and boldly steps forward into the 21st century, it's reason to sit up and take notice.

The Renegade is Jeep's first all-new model introduction for almost a decade. It is the first Jeep ever to be built outside of the United States.

WE LIKE Charismatic design ■ Off-road ability of upper-tier versions ■ Flexible load-carrying options



● Round headlights and upright seven-slot grille are visual nods to the 1941 Willys 'General Purpose' MB. Silvered finish is a higher-spec pointer; bonnet behind is aluminium.



● Conspicuous indicators, you might think, but a second look confirms these are merely reflectors. The actual bulbs are housed elsewhere – most noticeably in the door mirrors.



● High-strength steel construction is alleged to make the A-pillars extra-skinny. They don't seem that way to our eyes – although they're upright and easy enough to see around.



● Look closely at the lower corner of the windscreen and you'll find this outline of the Willys Jeep. It's one of many fun little details sure to raise a smile.

And perhaps more significant than both, it's the first car to be born directly from the collaboration of American and European designers and engineers brought together as part of Fiat chief Sergio Marchionne's gradual takeover of the Chrysler Group, which began in 2009 and was completed early last year.

The Renegade promises to be a different kind of Jeep, but quite how different is what we're here to ascertain. Built in Fiat's SATA plant in Melfi, Italy (the one that has been cranking out Puntos for the past two decades), the Renegade shares its platform with the Fiat 500X and goes



Wrangler is Jeep's styling touchstone

in search of a piece of the pie thus far enjoyed by the Mini Countryman, Renault Captur and Vauxhall Mokka – supermini-based small SUVs all. However, the Jeep is generously proportioned compared with those

rivals, as well as quite well endowed mechanically, putting it into competition with full-size crossovers and giving it all to prove.

The Renegade looks ready to surprise and confound, with Jeep's 4x4 brand equity combining with Fiat's touch with small cars to make for the perfect start in life for a compact crossover. Distinctiveness, character and capability are given, but will the substance be right? And will the execution be in tune with what buyers want from a crossover in 2015? Will the Renegade be the European breakthrough that Jeep has been waiting decades to make?

DESIGN AND ENGINEERING



'Small-wide-4x4' is the pleasingly descriptive name of the Renegade's platform. Shared with the Fiat 500X, its roots trace all the way back to the Fiat Punto of 2005 but it has long since been developed to accommodate differing wheelbases, body widths and suspensions. It confers on the Renegade a transverse, front-mounted engine layout and predominantly front-wheel drive.

From there on, the Renegade →

WE DON'T LIKE Overpriced ■ Old-school 4x4 refinement ■ Anodyne steering ■ Inconsistent cabin quality



● Tail-lights are large and square, their shape and diagonal cross motif a reference to the reserve fuel tank often carried on the outside of the original Willys MB.



● Wheel range starts with a painted 16in steelie with entry-level Sport trim. Pictured are the 17s fitted to Limited models. Squared-off, blistered arches add visual toughness.



● Rising belt line cuts diagonally upwards as it passes the rear doors. It's another styling reference to the half-doors of the 1941 Willys.



● Roof bars are standard on all but the entry-level Sport-spec car. Black ones feature on Longitude models and these silver ones on the Limited.



● You know it's a proper 4x4 when there's a grab handle like this. Role here is as much stylistic as functional, hence the integration of the air vent.



● Rotary knob locks the 4WD in a 50/50 split or cycles through terrain modes. But why put hill descent and traction control buttons elsewhere?



● Door pockets are small, permitting smaller bottles but little else. It means you end up filling the cupholders with things other than cups.



MULTIMEDIA SYSTEM

The Limited trim level of our test car brings two key upgrades to the Renegade's infotainment set-up: Jeep's 6.5in Uconnect central multimedia system with DAB radio and sat-nav, and its 7.0in colour premium instrument cluster screen. The latter is quite useful, relaying route directions and trip computer information at a good, clear size.

But Uconnect lacks the graphical sophistication and easy navigability of the best new multimedia set-ups, and while it offers some app-based functionality, it doesn't integrate the more obvious social media channels.

Jeep is clever enough to include button shortcuts for the features you most commonly need to switch between, and the scroll knob on the bottom right corner of the unit means those who find it easier not to use the touchscreen interface on the move don't have to. But processes such as switching the navigation to 'north up' and disabling auto-zoom aren't as simple as they ought to be, and the mapping lacks detail.

Our test car also came with FCA's 'Beats by Dr Dre' nine-speaker audio system. It sounded more than adequate but probably not good enough to be worth a £590 premium.

← departs from crossover convention with the freedom-loving glee of its American roots. Although shorter than a Mazda CX-3, the Jeep is also wider than the Mazda and more than 160mm taller in top Trailhawk spec – taller, even, than a BMW X3. This is a boxy, square-jawed, high-rise Jeep in the traditional Willys mould. You may either see that as a refreshing departure from the norm or something of a visual anachronism, but don't be surprised if the car's visual charm puts you in the former camp when you see it in the metal.

Suspension is all-independent, while all engines have four cylinders, with all but the entry-level petrol unit being turbocharged. Petrol options range from 108 to 168bhp, diesels from 118 to 168bhp, in each case giving the Renegade more heart than the average small crossover – if you're willing to pay for it.

A Jeep's driveline is equally important, and the Renegade's provides genuine off-road capability – but again, as long as you're willing to pay for it. Four-wheel drive is delivered via an electronically actuated clutch – the same GKN 'rear-axle disconnect' system used on the Range Rover Evoque – but only on high-end trim levels. All of

the petrol models, excluding the flagship 168bhp Multiair turbo, are exclusively front-wheel drive.

The cheapest four-wheel-driver is a 138bhp 2.0-litre diesel in mid-spec Longitude trim, priced at just over £23k. It's a car whose 190mm of ground clearance is approached by that of a Skoda Yeti Outdoor and beaten by a Subaru XV. So it's pretty clear that the Renegade doesn't offer distinguishing off-road ability across the full breadth of its model range – which stands to disappoint a good portion of its owners.

Splash out in excess of £28k on a top-of-the-range 168bhp turbodiesel Trailhawk model and you'll get 210mm of ground clearance, front and rear bumpers tweaked for approach and departure angles in excess of 30deg, underbody skid plates and a nine-speed automatic gearbox with proper torque multiplication and a crawler ratio – more of the kind of stuff on which Jeep has built its reputation, in other words. But most people will surely look for a happier medium of price and capability – as did we with our 138bhp 2.0-litre Multijet diesel test car, fitted with six-speed manual gearbox and active four-wheel drive, in Limited specification. →



● Good occupant space up front. There's plenty of seat adjustment, too, although the seats themselves aren't brilliantly comfortable.

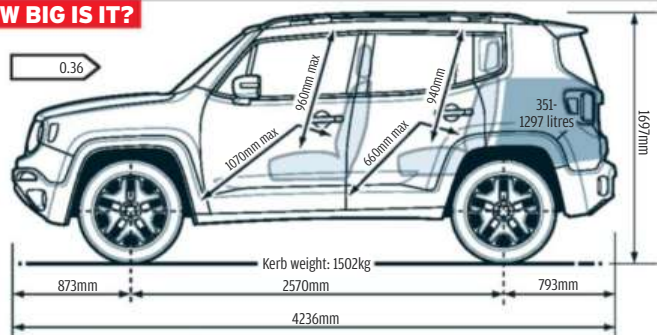


● Adequate room here, although full-size crossovers are more practical. Seats fold 60/40 but don't slide; 230V power outlet for gadget charging is an option.



● False floor adds to the boot's flexibility and makes for a fairly tall (although not particularly wide or long) cargo bay.

HOW BIG IS IT?



VISIBILITY

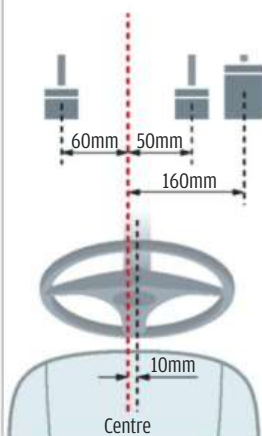
The pillars are fairly large, but they're unusually upright and easy to see around. View to the rear is clear, too.

HEADLIGHTS

Regular halogen headlights are excellent: bright on both full and dipped beam, with manual adjustment.

WHEEL AND PEDAL ALIGNMENT

Clutch and brake pedals look quite small but don't feel that way under your foot. RHD spacing is perfectly good, with plenty of steering column adjustment.



INTERIOR



There are predictable shortcomings and limitations here, among them only moderately comfortable front seats, decidedly mixed material quality levels and an unintuitive, under-provisioned and averagely rendered infotainment system. But, by the skin of its teeth, the Renegade has the charm, equipment level and practicality to cover for those failings, so you can continue to feel as good about the car having climbed in as you may have begun to when surveying its plucky exterior – assuming you're so inclined.

The driving position is broadly sound, with plenty of head and leg room. Taller drivers could do with more steering column reach adjustment but will be pleased with the quantity of vertical base height adjustment – once they've dived with

the flimsy, sharp-edged adjuster lever. The seat cushions are a bit flat and unyielding, though, and the squabs are short for taller drivers.

The quality of the cabin mouldings varies from respectable (roll-top dash) to disappointing (interior door cards, centre console), but there's enough imagination to the detailing to distract you from the worst bits. The Wrangler-derived grille is used quite endearingly as a recurring motif on the speakers and seatbacks, while the chunky, geometric forms of the infotainment surround, air vents, air-con controls and cupholders are appealing and different.

Second-row space is passable. It's not as good as you'll find elsewhere in the crossover market but just about good enough for bulky child seats and growing teenagers. Boot space is adequate but not brilliant; the hold is tall but not particularly wide or long. A false floor does at least make loading easier and saves some space for smaller items underneath.

A 60/40 split-folding rear bench is standard, divided conveniently to give maximum through-loading space in right-hand-drive cars. For those who need to make more of their Renegade's carrying flexibility, a 40/20/40 split back seat and a folding front seatback are both options. A well-equipped Renegade could therefore probably be made into a very practical second car. Primary family transportation would stretch it, though, which is an accusation that can't be levelled at plenty of other crossover hatchbacks at this price.

PERFORMANCE



The 2.0-litre diesel engine creates a regrettably agricultural vibe as it settles to its vocal idle. Where most modern cars produce about eight decibels less, the Renegade allows 54dB of engine noise into its cabin at idle, rising to 70dB at a 70mph cruise.

It's certainly not the start you'd hope for from a car that's claimed to offer "the good manners of a passenger car", and wider test experience suggests it may be a bigger problem in right-hand-drive examples than in European-spec left-hookers.

It's a shame because, beyond refinement, the Renegade's mid-range diesel engine has the right sort of character, being punchy at low and medium revs, quite strong in overall terms and always willing to work.

Dipping under the 11.0sec barrier for the 0-60mph sprint puts the car on a roughly level footing with most of its diesel rivals – most of them lighter but less powerful. But being able to accelerate from 30-70mph in fourth in about the same time as those rivals makes the Renegade feel that little bit more flexible and forceful from low revs than most of the direct opposition. The engine is decently responsive, too, and while its clatter becomes all the more noticeable as it works, it spins fairly

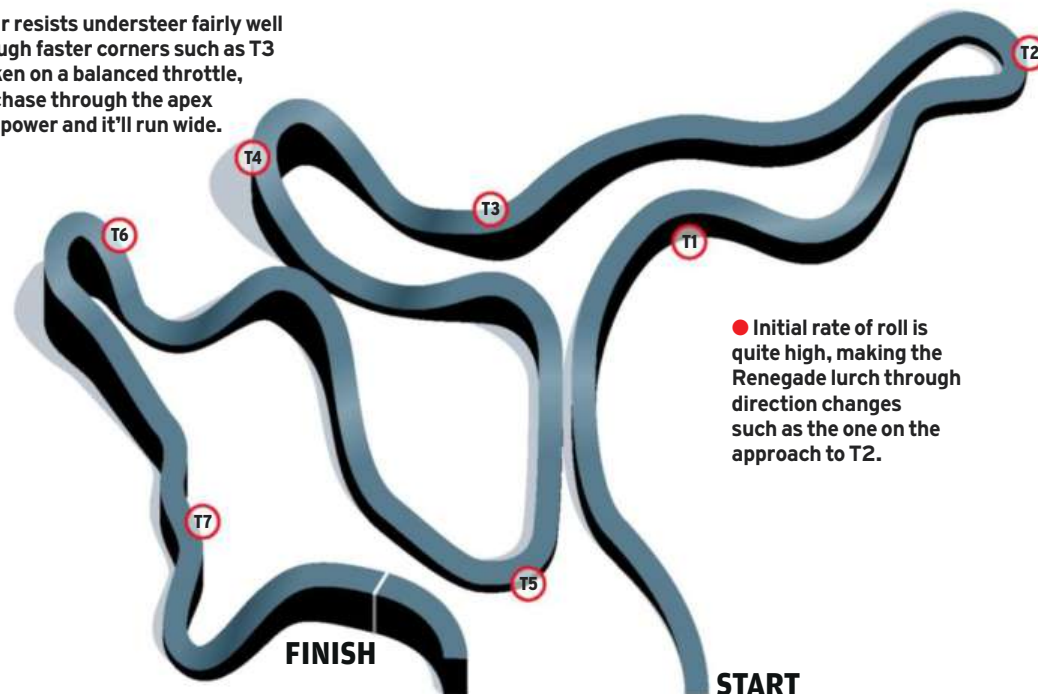
TRACK NOTES

It's one of the last cars of its kind that you'd choose for a cross-country blast, but the Jeep copes reasonably well with the demands of Millbrook's Hill Route.

Grip levels are moderate but respectable and don't deteriorate with the pronounced but ultimately controlled body roll exhibited through tighter, harder-charged bends. Up to the point that you start testing the effectiveness of the four-wheel drive and torque vectoring systems to shuffle power between the rear wheels, the cornering balance is decent and the authority of its steering likewise.

Off road, the Renegade's four-wheel drive system finds strong traction and conserves forward momentum well. With both the torque vectoring and hill descent control systems relying on the brakes to work, tougher tracks can set a test that the brakes can't live up to indefinitely. Still, the car will go farther and harder into the rough than many would believe – and most owners are ever likely to require.

● Car resists understeer fairly well through faster corners such as T3 if taken on a balanced throttle, but chase through the apex with power and it'll run wide.



ACCELERATION

Jeep Renegade 2.0 Multijet II 140 4WD Limited 15deg C, damp

Standing quarter mile 18.2sec at 77.3mph, standing km 33.3sec at 96.3mph, 30-70mph 11.2sec, 30-70mph in fourth 11.3sec



Mazda CX-5 2.2d 150 SE-L Nav 20deg C, dry

Standing quarter mile 17.4sec at 82.8mph, standing km 31.6sec at 105.8mph, 30-70mph 9.1sec, 30-70mph in fourth 11.0sec



BRAKING 60-0mph: 3.47sec



Jostling ride gives the Jeep the feel of an old-school 4x4



The chassis is civilised enough, while gently reminding you that it's ready for a sortie down a muddy track

cleanly to higher revs, losing its verve only above 4000rpm.

The accelerator pedal is linear and easy to manage, but the same can't be said of the Renegade's clutch pedal and gearlever, both of which feel rubbery and lack reassuring positivity when you're engaging drive. The gearlever doesn't like to be hurried through the gate, with third gear in particular suffering from a lack of mechanical definition.

Brake pedal feel is respectable, allowing you to bring the car smoothly to a stop without making it pitch untidily. In something this tall, that's welcome – and speaks of good off-road controllability. Outright stopping power isn't brilliant but is acceptable enough, given the car's mid-range 17in wheels and the damp conditions of our test.

RIDE AND HANDLING

★★★★☆

Fiat Chrysler Automobiles can consider the Renegade a success here in as much as the sophistication of its ride and handling are in the ballpark for the class. That doesn't mean this

is a particularly wieldy, comfortable or keen-handling car – or even that it has any of the virtues we're inclined to praise in a high-rise family hatch in 2015. But it's competent, being adequately responsive, grippy, stable and easy to drive, while also feeling alternative – like a Jeep. Which may have been precisely the compromise that was aimed at.

Jeep or not, the car could certainly steer much better. Perhaps inevitably, the Renegade has inherited the slightly sticky, pendulous, over-assisted steering we've encountered on other cars with the same platform in recent years, such as the Punto Evo and 500L. Rarely can you guide the car with the fluency and precision that a keener driver would appreciate, and never with any meaningful feedback from the front wheels.

If the car's occasionally jostling, bumbling, firmly damped ride offends, it'll probably be because you've got no affinity for the heavy-duty, old-school SUVs the Renegade seeks to reference in just about everything it does – and if so, you'd be unlikely to find yourself experiencing it for long anyway.

For anyone with even the remotest

fondness for what might be called a 'proper' off-roader, meanwhile, the Renegade's ride is actually part of its appeal. The chassis is civilised enough to keep your passengers comfy and secure, while gently reminding you that it's ready when you are for a sortie down a muddy track. Body movements are more pronounced than those of most crossovers and aren't dealt with subtly, but they're reined in well enough to keep the car on line and under control, even when pushing on.

BUYING AND OWNING

★★★★☆

This is where the case for the Renegade begins to unravel. It feels very much like a car originally intended to take Jeep into what marketers call the B-SUV segment, alongside the Yeti and Captur. But it's as if those same marketers realised that, in order to adequately represent the Jeep brand, the Renegade would need more power, more mechanical specification and more 4x4 capability than that segment routinely offers – and all of that inflates the car's price.

And so to all but those in love with the idea of a downsized Jeep or who'll make regular use of its off-road talents, the Renegade ends up simply looking like a curious alternative to a full-size crossover such as the Nissan Qashqai, Mazda CX-5 or Peugeot 3008: characterful and capable, sure, but also downmarket, with its supermini-level material quality levels, and lacking in space.

Jeep uses the high equipment levels of the car to justify its price, pointing out that a like-for-like Mini Countryman Cooper D will cost you £1750 more than a Renegade 1.6 Multijet Limited, considering that sat-nav, climate control, 18in alloys and leather are all standard on the Jeep and costly options on the Mini. But it's an argument that won't hold water for a great many because, first and foremost, it makes the Renegade look expensive on paper.

Credit to Jeep, however, for offering the varied and flexible finance deals on the car that it'll need to attract the younger buyers at whom it's aiming, and for creating an environment for those deals to flourish by delivering better residual values than we've seen from Jeep in a long time. →

JEEP RENEGADE 2.0 MULTIJET II 140 4WD LIMITED

On-the-road price	£25,995
Price as tested	£28,535
Value after 3yrs/36k miles	£11,725
Contract hire pcm	£279.88
Cost per mile	46.2p
Insurance/typical quote	15E/£501

EQUIPMENT CHECKLIST

18in alloy wheels	■
Crash mitigation, lane dep. warning	■
Rear parking sensors	■
Front, side and curtain airbags	■
Dual-zone climate control	■
Heated front seats and steering wheel	■
Leather upholstery	■
7.0in colour TFT trip computer	■
6.5in Uconnect infotainment system with DAB, sat-nav and Bluetooth media streaming	■
Cruise control	■
Metallic paint	£600
Eight-way electric front seats	£250
Electric panoramic glass sunroof	£1100
Infotainment pack (inc Beats nine-speaker audio and eight-channel amp)	£590
Options in bold fitted to test car	
■ = Standard na = not available	

RANGE AT A GLANCE

ENGINES	POWER	FROM
1.6 E-torq Sport	108bhp	£17,295
1.6 M'jet II Sport	118bhp	£18,995
1.4 M'air II L'tude	138bhp	£20,395
2.0 M'jet II 4WD L'e	138bhp	£23,395
1.4 M'air II 4WD L'd	168bhp	£27,195
2.0 M'jet II 4WD T'k	168bhp	£28,595

TRANSMISSIONS

6-spd manual ■
(5-pd manual std on 1.6 E-Torq; 6-spd dual-clutch auto optional on 1.4 M'air II; 9-spd auto std on 168bhp M'air and M'jet, optional on 138bhp M'jet)

ECONOMY

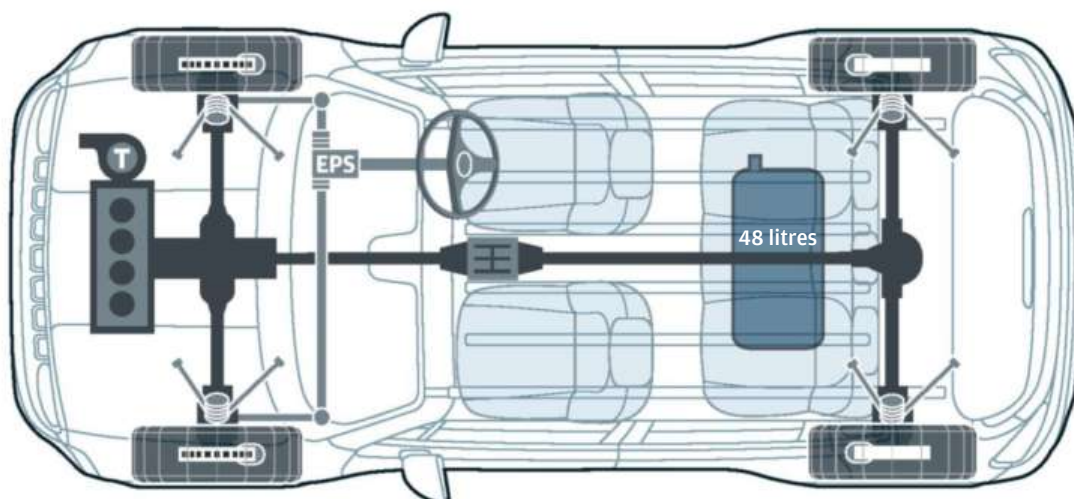
TEST	Track	24.7mpg
	Touring	52.6mpg
	Average	40.9mpg
CLAIMED	Urban	47.1mpg
	Extra-urban	61.4mpg
	Combined	55.4mpg
	Tank size	48 litres
	Test range	432 miles

ACCELERATION

MPH	TIME (sec)
0-30	3.7
0-40	5.4
0-50	8.1
0-60	10.8
0-70	14.9
0-80	19.7
0-90	26.3
0-100	37.6
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

TECHNICAL LAYOUT

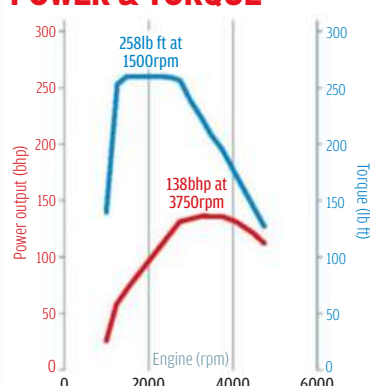
Steel monocoque construction. Transverse engine drives through a choice of five and six-speed manual gearboxes, a six-speed dual-clutch automatic gearbox or a nine-speed torque-converter auto with low-range transfer gearing. Four-wheel drive is delivered via a clutch-based power split where applicable. Suspension is all-independent.



ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cyls in line, 1956cc, diesel
Made of	Iron block, aluminium head
Bore/stroke	83.0mm/90.4mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	138bhp at 3750rpm
Torque	258lb ft at 1750rpm
Red line	5000rpm
Power to weight	92bhp per tonne
Torque to weight	172lb ft per tonne
Specific output	71bhp per litre

POWER & TORQUE



CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1502kg/na
Drag coefficient	0.36
Wheels	7.5Jx17in
Tyres	215/60 R17, Pirelli Cinturato P7
Spare	Repair kit

TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 4.15/5.1 2nd 2.12/9.9 3rd 1.36/15.5 4th 0.98/21.5 5th 0.76/27.7 6th 0.62/34.0
Final drive ratio	3.83:1

SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar
Rear MacPherson struts, coil springs, anti-roll bar

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.7
Turning circle	11.1m

BRAKES

Front	305mm ventilated discs
Rear	278mm discs
Anti-lock	Standard, with Brake Assist

CABIN NOISE

Idle	54dB
Max rpm in 3rd gear	73dB
30mph 61dB 50mph 65dB 70mph 70dB	

SAFETY

ABS, ESC, HBA, Crash Mitigation
Euro NCAP crash rating 5 stars
Adult occupant 85%, child occupant 85%, pedestrian 65%, safety assist 74%

EMISSIONS & TAX

CO ₂ emissions	134g/km
Tax at 20/40% pcm	£104/£208

ACCELERATION IN GEAR

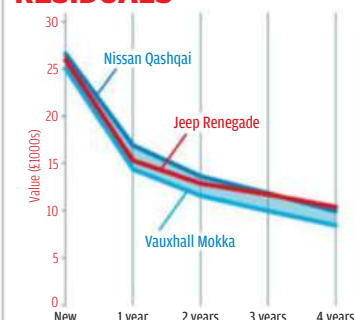
MPH	2nd	3rd	4th	5th	6th
20-40	3.0	3.7	6.0	-	-
30-50	-	3.8	5.1	7.2	11.4
40-60	-	4.8	5.4	7.2	9.3
50-70	-	6.8	6.2	7.8	10.0
60-80	-	-	8.1	8.6	11.2
70-90	-	-	11.7	10.8	13.2
80-100	-	-	23.2	15.7	16.8
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

MAX SPEEDS IN GEAR

25mph	77mph	113mph
5000rpm	5000rpm	4076rpm
1	3	5
2	4	6
50mph	108mph	113mph*
5000rpm	5000rpm	3325rpm
		*claimed

RPM in 6th at 70/80mph = 2060/2354

RESIDUALS



● CAP expects the Renegade to outperform a Qashqai in percentage terms over four years. Bravo.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Renegade, contact Jeep Customer Services, Fiat Chrysler Automobiles, 240 Bath Rd, Slough SL1 4DX (00800 042 65337, jeep.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST

Read all of our road tests autocar.co.uk

Jeep Renegade

AUTOCAR VERDICT ★★★★★

Charmingly authentic – but also pricey and rather rough and ready



As a portent of what to expect from Fiat Chrysler Automobiles, the Renegade offers some reassurance. It's proof that the group understands the Jeep brand and has ambitions for it. It also shows that Jeep's dual-purpose remit continues to make it difficult for the car to match the dynamic sophistication of the best European crossovers, and perhaps that FCA's engineering can still only take its cars so far.

This is a likeable car and a reasonably effective one. That it doesn't ride or handle as neatly as some of its opponents and isn't as polished to drive on the road is at least partly because it aims for – and delivers – more off-road capability than those cars. Which is, after all, what a Jeep is for.

And yet on refinement, steering, ride tuning and cabin finish, the Renegade could be improved without changing its nature, while its value has been eroded by over-engineering and questionable market positioning to the point where, for mainstream buyers, it'll be a hard purchase to justify.

TESTERS' NOTES



MATT SAUNDERS

The car is full of visual references to Jeep's history. My favourite is the map of the Moab desert on the armrest cubby liner mat. Meaningless to all but brand devotees.



NIC CACKETT

Jeep has gone for some faux mud-splattering in place of the rev counter's red zone, which does rather leave it at the mercy of a road tester's naturally crude sense of humour.

SPEC ADVICE

Front-wheel drive is missing the point, so opt for the cheapest 4x4 model: the 2.0 Multijet 140 Longitude. Add 17in wheels, the Function 1 pack (£370) and one or two of your favourite Mopar accessories.

JOBS FOR THE FACELIFT

- Start from scratch with the power steering. Better feedback and consistency and a bit more weight, please.
- Retune the ride for more initial body control.
- Work on the mechanical refinement.
- Take £2000 out of the list price. At least.

AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
Model	NISSAN Qashqai n-tec 1.6 dCi 130 4WD	FORD Kuga T'ium 2.0 TDCi 180 AWD	BMW X1 sDrive18d Sport	SKODA Yeti Outdoor TDI 150 4x4 L&K	MAZDA CX-5 2.2d 4WD SE-L Nav
Price	£26,810	£26,345	£28,280	£26,180	£26,995
Power	128bhp at 4000rpm	178bhp at 3500rpm	148bhp at 4000rpm	148bhp at 3500rpm	148bhp at 4500rpm
Torque	236lb ft at 1750rpm	295lb ft at 2000rpm	243lb ft at 1750rpm	251lb ft at 1750rpm	280lb ft at 1800rpm
0-60mph	10.5sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)	9.1sec (claimed, to 62mph)	9.2sec (claimed, to 62mph)
Top speed (claimed)	118mph	126mph	127mph	121mph	126mph
Fuel economy (combined)	55.4mpg	54.3mpg	68.9mpg	55.4mpg	54.3mpg
Kerb weight (claimed)	1518kg	1692kg	1605kg	1490kg	1445kg
CO₂/tax band	133g/km, 24%	135g/km, 25%	109g/km, 19%	134g/km, 24%	136g/km, 25%

Verdicts on every new car, p82

Rounded Qashqai doesn't excel off road but is still where we'd put our money.
★★★★★

As agile and engaging to drive as crossovers get. Usable and good value.
★★★★★

Rules its premium-brand rivals but not the wider class. Upmarket, spacious, desirable.
★★★★★

Only downsized crossover worth ranking. Not as rugged as the Jeep but still charming.
★★★★★

Plenty of driver appeal and space for an appealing price. A bit unrefined.
★★★★★



Price: from £29,249 (post-grant) **Official combined fuel consumption:** 156.9mpg **Pure EV range:** 32 miles **Pure EV + Petrol range:** 541 miles



HOW DOES MITSUBISHI'S PHEV WORK?

As long as the battery is charged, the PHEV's twin electric motors work at up to 75mph for up to 32 miles. You can charge it in 3-4 hours by plugging it into a home charger or, if you know you're going somewhere where the ability to run on EV power would be useful, you can charge the batteries to 80% capacity in up to 30 minutes at a public rapid-charge station.

The refined 2-litre petrol engine acts as a generator and will kick in to recharge the battery or supplement the electric motors by delivering direct power to the wheels.

The Outlander PHEV automatically chooses the most efficient mode. Generally, that will be EV at low speed, and engine-supported motoring at higher speeds.

ELECTRIC SHOCK

IT'S STYLISH, HASSLE-FREE AND DOWNRIGHT FUN – AND IT'S THE PERFECT COMPANY CAR TOO. IT'S THE NEW MITSUBISHI OUTLANDER PHEV...

Electric motoring without constant range anxiety – in a luxurious SUV – sounds too good to be true. Well, until the Mitsubishi Outlander PHEV came along, it was. But Mitsubishi's plush ride – now revamped for 2016 – gives drivers the space and utility of a full-size SUV with running costs so low that they show up even the tiniest city cars. There's really no wonder it's the UK's best selling plug-in hybrid.

SPECIFICATION OVERDRIVE

The Outlander PHEV is the most opulent Mitsubishi ever. The entry-level GX3h has an automatic gearbox, keyless entry, cruise control, an auto-dimming rear-view mirror and dual-zone climate control for the ultimate in driver comfort. A leather steering wheel and comfy C-Tec seats to keep you warm in winter and cool in summer round things off.

The new GX3h+ adds smartphone control, an electric pre-heater and heated front seats, while the top-end GX4h specification introduces premium leather seats and a heated steering wheel, plus an upgraded satnav/DAB audio system and 360-degree 'birds eye' rear camera system.

BEHIND THE WHEEL

The executive quality experience continues behind the wheel. It's quiet, for a start: so quiet that the Acoustic Vehicle Alerting System chimes under 22mph to warn pedestrians that it's gliding by. Otherwise, the Outlander drives like a normal SUV, albeit a comfortable, powerful, five-star

safety-rated SUV. From 0-60mph it's quicker than the already impressive 2.2 diesel automatic Outlander, and the instant torque of electric power is only ever a toe-twitch away.

Low-speed performance and drive-ability have been improved for 2016, as has fuel consumption (up from 148mpg to 156mpg), and CO₂ emissions (down from 44g/km to 42g/km).

With the Mitsubishi badge comes the real off-road ability we've come to expect. The Outlander PHEV has a Super-All Wheel Control (S-AWC) permanent 4WD system, and a lock mode for the slushy stuff. It can tow 1,500kg and a new UMS (Unintended Acceleration Mitigation) system teams up with the adaptive cruise and collision mitigation systems already fitted to GX4h models.

Mitsubishi's five-year/62,500 mile warranty gives you peace of mind, and the separate warranty for the traction battery has been increased to eight years or 100,000 miles. You don't need an PHEV specialist to service it either – any Mitsubishi dealer will do.

STARTLING BENEFITS

For any driver, Outlander PHEV running costs can be radically low. The official EU fuel consumption figure is 156mpg, but if your daily journey is less than 32 miles it could be considerably more. Longer journeys, such as a motorway trip, can reduce this but still return impressive figures.

With huge reductions in company car costs – see the table below – and no worries about range, Mitsubishi's remarkable Outlander PHEV has become the default company car option, irrespective of class.

CO₂ emissions: 42g/km

Benefit in Kind tax rate: 5%

Vehicle Excise Duty: £0

London Congestion Charge: £0



DOWN TO BUSINESS: HOW MITSUBISHI'S PHEV COMPARES AS A COMPANY CAR

	Mitsubishi Outlander GX4h	Honda CR-V 2.0 i-VTEC Petrol Automatic	BMW xDrive30d SE Auto	Audi Q5 S line Plus 2.0 TDI quattro 190PS 7-speed S tronic	Mercedes E250 CDI SE 7G-TRONIC PLUS 7-speed automatic Saloon
Cost of the car – P11D value	£38,899	£33,035	£40,060	£38,945	£37,675
Government grant reduction	£5,000	–	–	–	–
Adjusted final price	£33,899	£33,035	£40,060	£38,945	£37,765
CO ₂ emissions	42g/km	179g/km	156g/km	157g/km	147g/km
Benefit in kind rate	5%	30%	29%	29%	24%
Vehicle benefit charge without fuel provided	£778	£3,964	£4,647	£4,518	£3,617
The extra tax you pay vs PHEV (40%)	–	£3,186	£3,869	£3,740	£2,839
Vehicle benefit charge with fuel provided	£1,220	£6,616	£7,211	£7,081	£5,738
The extra tax you pay vs PHEV (40%)	–	£5,396	£5,991	£5,861	£4,518

LETTER OF THE WEEK

VW on the Up

At this difficult time for Volkswagen, Autocar suggests some model rationalisation, including concentrating on the Up and its sister models from Skoda and Seat (News, 14 October).

My High Up of two years is an outstanding platform with brilliant packaging and great potential. I've been surprised that VW hasn't also produced a crossover to compete with the Fiat Panda 4x4 et al, and a hot version, too, using petrol at this iffy diesel time.

VW has proven in-house all-wheel drive and engine technology, and I'm sure both would sell well against their rivals.

Anthony Snook
via email



WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

EMISSION OMISSION

Bob Bull has got nearer to the true facts of Volkswagen's current, dire position than many (Your Views, 14 October), namely, how concerned are VW's customers about the emissions produced by the cars they own?

Certainly environmentalists, politicians, manufacturers, journalists and, of course, lawyers are, but is the end user? Based on the experience of 30 years in the motor trade, emissions figures are the last thing on the mind of a prospective purchaser, except from a pecuniary perspective.

The everyday behaviour of many motorists only supports this observation: unnecessary hard acceleration and braking, leaving engines running when they should be switched off, driving on motorways with windows open, etc.

Jeff Loomes
Hartley, Kent

M2 MUCH

The new BMW M2 looks great, until you see the rear bumper, which protrudes just a bit more than way too much (News, 14 October).

What is happening in BMW's design department? They need to get Wolfgang Reitzle back, even if it is only as a consultant to help guide styling.

Donald MacKay
Inverness

COMMON NONSENSE

So, "common sense should prevail" in the matter of the Volkswagen emissions scandal, according to James Ruppert (Deals, 14 October). There is a difference between making a mistake and having to recall cars, or tuning your engine so that it legitimately does well in tests, and wilfully lying (over a period of years).

I am in the market for a new car next year and had been thinking of the



Bentayga's styling isn't to all tastes

new Skoda Superb or a Audi A6. I shall now not be considering any VW Group offering and, no James, I don't believe this to be a matter of common sense.

Angus MacEachran
via email

£10K STAG DO

On the value of Triumph Stags, £5000 will get you a car that is in need of refurbishing and difficult to MOT (Used Buying Guide, 14 October). To get a good

runner, you need to look at a minimum spend of £10,000 or more.

Like most classics, Triumph Stags are appreciating well.

Keith Godber
Harrogate, North Yorkshire

ADMIRABLE ASTRA

Great return to form for the Vauxhall Astra (Vaux Pops, 7 October). Not all of us want SUVs, and it's great to see a UK-made family car scoring so highly, especially for performance, buying proposition and design.

Just genuinely puzzled that you don't think the new Astra is as good as the current Ford Focus. My interpretation of your road test was that the Astra was second only to the Volkswagen Golf.

Casper Gornio
Guildford, Surrey
Overall, the Astra is second to the Golf as a model range, but the 1.4-litre petrol

AUTOCAR

What you're saying on autocar.co.uk

Tesla Autopilot comes to the Model S

It's like lane keeping assist and adaptive cruise control, as available with VW Group, BMW and Mercedes for years.

Deputy

The Tesla system actually acknowledges you want to change lanes. You just indicate and the car does it for you.

winniethewoo

I'm not sure we'll have fully autonomous



vehicles even by 2020, from any manufacturer.

Christian Galea

How many people want a car to drive

them rather than one to drive?

DBtechnician

It's the best thing in decades.

lambo1

It's a close-run thing between the new Astra and the Golf and Focus



NEXT WEEK

Inside the magazine – on sale 4 November

SPECIAL REPORT



Ford Focus RS Inside the new mega-hatch – and the forebears it must live up to



COMPARISON

Tuned Focus ST vs 308 GTI
Can't wait for the RS? Mountune Ford meets hot new Peugeot



SHOW REPORT

Tokyo motor show
All the news, gossip and reveals from Japan's festival of motoring

ROAD TEST



Audi A4 Ingolstadt's sharp-looking BMW 3 Series rival assessed by our test experts

CONTENTS SUBJECT TO CHANGE

Keith says you'll have to pay from £10k for a good Triumph Stag



version we drove in that particular group test is also behind the Focus – DR

IN THE EYE OF THE BEHOLDER

I was driving down the M6, slowly catching up to yet another nondescript SUV, when on closer inspection I noticed the flying B badge on the tailgate. The view from the front was not much better. Of course, it was the Bentley Bentayga.

Why, Bentley, with all your heritage, do you produce something that will only be remembered for how ugly it is?

Trevor R Woodward
Windermere, Cumbria

JAGUAR NAME GAME

It has kept me awake for a while, but in the early hours of last Sunday it all fell into place. I refer to Jaguar's puzzling model prefix policy – F-Pace being the latest – but now I have the answer.

The XF saloon will be one of a range

of three under the F heading, consisting of the existing F-Type and soon to be joined by the F-Pace.

The XE saloon would therefore, under my theory, be eventually joined by an E-Pace compact crossover and, to complete the range, a compact E-Type.

The XJ would be joined by a large J-Pace crossover and hopefully an XJS-sized replacement, named the J-Type.

At last it begins to make sense. I think.

Roger Sweetman
via email

ITALIAN TREND-SETTER

Graham Lillis asks about the current obsession with hidden rear door handles (Your Views, 14 October). The Alfa 156 of almost 20 years ago started this, didn't it? Isn't it a long time for a "current obsession" to be going on for?

Simon Grice
Sheffield, South Yorkshire

KWIDS IN

I've good news for P J Walker (Your Views, 14 October): he can buy a Renault Kwid here in the UK.

Well, sort of. Here, and in Europe, it's called the Dacia Sandero Stepway. It even comes with the same turbo petrol engine as fitted to the Twingo and, priced from £8400, it doesn't cost a fortune.

Martin Overton
via email

POSITIVE THINKING

I have had my letter from Volkswagen to say my Golf GTD is affected in the emissions scandal and they will recall my vehicle and rectify the fault.

I love my car; it's the fifth Golf I've had and would buy another today. I have no doubt VW will sort it out and everything will be fine. I say to all the Veedubbers: keep the faith, all will be well.

Steve Jones
via email



OUR CARS

A week in the life of Autocar's fleet



Hyundai i20



FINAL REPORT We've had six months to see if Hyundai's latest supermini contender can challenge the class's best for practicality and driving pleasure. So how did it get on?

It always feels like you're damning with faint praise to say that a particular car is the best one yet produced by any manufacturer. It stands to reason that simply using that phrase implies that the car in question remains a vehicle that falls short of the class best.

Yet you can really be trying to convey huge improvements in lots of

areas – and that's exactly the case with Hyundai's i20. It has just left the Autocar car park after more than six months of dutiful service, but it's more likely to be mildly missed than mourned.

The small Hyundai's petrol line-up starts with a 1.2 in a couple of guises, but we eschewed both the 74bhp and 83bhp versions and went for the 1.4,

which comes with 99bhp, a six-speed manual gearbox and at least the potential for use beyond 30mph speed limits. The car's designated custodian, Aaron Smith, who planned to take the car back to his home town of Bristol most weekends, was encouraged at our choice of motor.

The trim level afforded him a few

toys, too; you can buy an i20 without air conditioning (in entry-level S spec), but our pick – SE – has plenty of standard equipment, with 16in alloy wheels, air-con, electric windows all round, electric heated side mirrors, Bluetooth and rear parking sensors. We added some bold Mandarin Orange paint, but the total for our car was a still-respectable £13,820

LOVE IT



VALUE FOR MONEY

Lots of kit and a 99bhp motor for less than £14k. Keen finance offers, too.



EASE OF USE

Comfortable ride and light steering make the i20 a popular town choice.

LOATHE IT



ENGINE CHARACTER

Low-down shove just can't match that of the small turbos found in rivals.



INFOTAINMENT

System is easy enough to use but looks desperately old-school.



UNINVOLVING HANDLING

Chassis has none of the flair of a Ford Fiesta's or even a Mazda 2's.

LEXUS
NX300H


Mark Pearson

MAZDA
CX-3


Mel Falconer

MAZDA
MX-5


Matthew Burrow

MCLAREN
650S
SPIDER


Mark Tisshaw

MERCEDES-BENZ
E-CLASS
ESTATE


Andrew Frankel

PORSCHÉ
PANAMERA


John McIlroy

RANGE ROVER
SPORT


Steve Cropley

RENAULT
TWINGO


Matthew Burrow

SEAT
LEON
X-PERIENCE


Mark Tisshaw

SKODA
FABIA


Tom Webster

SKODA
OCTAVIA


Matt Burt

SUZUKI
CELERIO


Steve Cropley

VAUXHALL
CORSA VXR


Mark Tisshaw

VOLKSWAGEN
GOLF R


Allan Muir



The i20 makes for a fine, easy-to-drive urban commuter



The 1.4-litre petrol engine felt a little breathless getting up to motorway speeds



Boot space better than that of a Ford Fiesta



Our car's only option was metallic paint

TEST DATA

HYUNDAI i20 1.4 SE

TEST STARTED 6.3.15

Mileage at start	350
Mileage at end	8988

PRICES

List price then	£13,325
List price now	£13,625
Price as tested	£13,820
Dealer value now	£11,160
Private value now	£10,614
Trade value now	£8940

OPTIONS

Metallic paint £495

CONSUMPTION AND RANGE

Claimed economy	51.4mpg (combined)
Fuel tank	50 litres
Test average	41.1mpg
Test best	44.5mpg
Test worst	36.2mpg
Real-world range	463 miles

TECH HIGHLIGHTS

0-62mph	11.6sec
Top speed	114mph
Engine	4 cyls, 1368cc, petrol
Max power	99bhp at 6000rpm
Max torque	99lb ft at 3500rpm
Transmission	6-spd manual
Boot	326 litres
Wheels	6Jx16in
Tyres	195/50 R16
Weight	1175kg

SERVICE AND RUNNING COSTS

Contract hire rate	£186
CO ₂	127g/km
Service costs	None
Other costs	None
Fuel costs	£1164
Running costs including fuel	£1164
Cost per mile	13.5p
Depreciation	£4880
Cost per mile inc depreciation	69.9p
Faults	None

PREVIOUS REPORTS

15 Apr, 13 May, 10 Jun, 8 Jul, 29 Jul, 19 Aug, 16 Sep

– or quite a bit less than £200 a month if you turn up with a decent deposit for the PCP finance deal.

Those early miles, which were spent mainly commuting around London, were pleasing enough. The i20 has just about enough interior space for four grown-ups to travel together, and boot space is reasonable for the class – up on that of a Ford Fiesta, in fact. The i20 felt at home around town, with light steering that made it easy to park, a reasonably compliant ride, a comfortable driver's seat and decent all-round visibility. The engine was smooth and refined at low speeds, too.

As the miles started to pile on, however, and the journeys became longer, there's no denying that the sheen started to rub off a bit. True, the 1.4-litre engine was comfortable enough once it was up to speed on a

The i20 felt at home in town, with light steering and a reasonably compliant ride

motorway, but getting up to that pace was a bit of a chore, accompanied by a smooth but audible bit of engine roar as you piled on the necessary revs. Nor, it must be said, did anyone ever consider driving the i20 just for fun; it fell squarely into that bracket of 'appliance' rather than something that could engender real affection.

The i20's infotainment system also came in for some stick. It was simple enough to use and probably a match for the Fiesta's slightly clunky set-up, but when rivals such as the Mazda 2 offer a slick touchscreen system integrated into the top of the fascia, Hyundai needs to do more than a two-tone display

that could have come from the 1990s. The smartphone mount on top of the dashboard looks like an afterthought.

At least it was hard to complain about build quality. Our i20 never got the faintest whiff of a trip to the dealer, and it seemed to resist lots of four-up trips on urban roads quite well, with no serious rattles or creaks to speak of after nearly 10,000 miles.

It was partial to a drop of fuel, though. We hadn't expected to get close to the official combined fuel economy figure of 51.4mpg, but Aaron's hope that his early figure of just north of 40mpg would nudge upwards with higher mileage would ultimately be denied.

Indeed, he discovered that trying to get from London to Bristol in a hurry could easily result in an fuel economy figure beginning with a three.

Even so, we can see plenty of reasons why lots of people will buy an i20. It's keenly priced and gets a decent standard kit list, plus you've got the back-up of a five-year warranty behind you. The core values that have driven Hyundai's growth over the past few years – peace of mind, ease of use and value – are still present here, and in big enough quantities for this car to earn the title of Hyundai's most convincing offering yet (there, I said it). But while six months in an i20 have proved to us that the Koreans can create and engineer a car that's easy to like, what we want to see now is evidence that they can make one that we can love. john.mcilroy@haymarket.com

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BMW M4

Mileage | 8733 Our rapid coupé is coming under attack from within BMW's own line-up

Since I last wrote about the M4, BMW has straddled 'my' car with two interesting new M products. With £121,770 and sharp elbows in your local dealership, you could have the new M4 GTS – basically the car you see here but with a lot more bling, water injection to unlock 493bhp, sticky Cup tyres and a Nürburgring lap time to trouble Porsche 911s packing big wings and GT3 badges.

Does the M4 stretch to such giddy heights? On performance, price and exclusivity, BMW clearly thinks so, but the reception from M fans hasn't been so generous, with accusations that it's gone a bit style over content and – gasp – 'M for marketing'.

Then we have the M2. At £44,000, it undercuts the M4 by just over £11k and has a slightly less exotic, single-turbo engine. But it's got a 365bhp straight



The bulky-looking M4 can feel a little unwieldy on narrow and challenging B-roads



It's fearsomely quick on fast A-roads

six, much of the same chassis hardware (including the trick electronic locking diff) and arguably even wilder looks. We've yet to drive it, but this could be the M car those left cold by the M4 are looking for. There's even an awesome-looking race relative that appears to be one step removed from the road car.

Leaving the M4 where? Seeing a colleague's E60 6 Series parked beside it underlined just how big the 4 Series is. And feels. My affections for the M4 grow with every mile, but this unscientific comparison underlines my sense that it feels more 6 Series in size than it does 3 Series. It's brutally fast and exhilarating on A-roads; on B-roads, older M3s would feel more agile and fun. Tellingly, BMW says the M2 harks back to the E30 M3 – a tacit admission that later generations and this M4 have bulked up and lost that motorsport-bred focus.

The M4 has the prestige and technology and retains more impressive on-paper performance stats than the M2. But, like the 1 Series M Coupé it so closely resembles, I'm willing to bet the 'junior' car will inject a sense of fun that's hard to unlock in the M4. Has BMW unwittingly stolen the senior M car's thunder with one of its own products? We'll soon see.

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BMW M4

Price £55,635 **Price as tested** £73,870

Economy 26.7mpg **Faults** None

Expenses None **Last seen** 30.9.15



Volkswagen Golf R

Mileage 5675

A few weeks ago I reacquainted myself with the BMW M135i, a car I ran as a long-term in 2013 and gelled with very well. I still love its brawny six-pot engine, but I was a little disappointed with it in comparison with the Golf R. The BMW didn't steer or handle as

well as I recalled, and its cabin seemed cramped next to that of the VW.

Up front, head and leg room are no better in the Golf than in the 1 Series; in both cases, there's a wide range of adjustment for the driving position. However, the Golf's cabin has more elbow room, wider footwells and a

less prominent dashboard, creating the impression that it is roomier and more comfortable by some margin. In the rear seats, meanwhile, it's no contest.

Some of that perception of airiness is due to our Golf's two-tone nappa leather, but the carbonfibre-patterned hide on the sides of the seats and doors isn't to all tastes. For something so pricey (£2615), it looks disappointingly low rent. In hindsight, I wish I'd stuck with the standard Alcantara/cloth trim, which looks and feels quite decent, or gone for plain (but classy) black leather.

While I'm picking holes, I'm no fan of the piano black trim on the dash and steering wheel. It's not good at hiding reflections, dust or fingerprints.

There are other niggles in the cabin, the most baffling of which is the 'Check SAFELock! Owner's manual!' message that pops up on the instrument cluster display when you switch off the ignition. Quite apart from being offended by the excessive use of exclamation marks, I've looked at the manual and I'm none the wiser as to the purpose of the message.

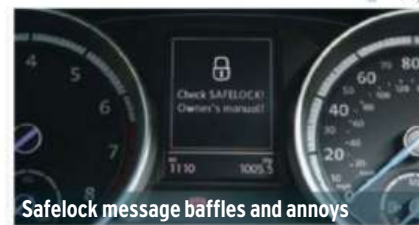
Apparently Safelock disengages the door opening levers when the car is locked to make it more tamper-proof. It can temporarily be deactivated, if necessary, along with the interior sensors, but I don't see what there is to check as you exit the car. What I really want to do is deactivate that damned message...

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Volkswagen Golf R DSG 5dr

Price £32,220 **Price as tested** £39,100

Economy 26.7mpg **Faults** Cabin rattles, creaking driver's seat **Expenses** New alloy wheel £721 **Last seen** 7.10.15



Safelock message baffles and annoys

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Final Payment (GFV)	£11,950.00
Total Amount of Credit	£19,875.00
Total Amount Payable	£31,839.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
Interest Rate (fixed)	3.1%

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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available at participating dealers between 29th September to 29th December 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO₂ Emissions: 44 g/km.

THE LOG BOOK

**Fiat 500X****Mileage 2783 Last seen 7.10.15**

My previous long-term car, a Dacia Logan MCV, had a boot that swallowed everything I could throw in it. Not so the 500X. On a recent trip to buy my eldest his first electric guitar and amp, we struggled to squeeze four boxes into the compact boot and ended up having to unpack it all in order to get the four of us and the goods safely home. **MH**

**Lexus NX300h****Mileage 8310 Last seen 30.9.15**

The season of mists and mellow fruitfulness now being upon us, I'm finding the NX's three-stage heated seats a boon. They're quick to heat up and are more effective at warming you than the climate control. The switches for them are easy to find and well labelled – just as well, because this top-spec Lexus is a bit of a geekfest, with more buttons than John Lewis. **MP**

**Suzuki Celerio****Mileage 4874 Last seen 16.9.15**

Just had conclusive proof that the Dualjet engine in our Celerio SZ3 is worth the £500 extra investment: a standard car we've been driving this week seems at least 6-7mpg less frugal. Sure, it'd take you a long time to offset the extra showroom outlay, but to me it's worth the money just to see 60mpg-plus on the fuel computer all the time. **SC**

Mazda MX-5

Mileage | 4000 Our soft-top has been making a case for itself as the ideal weekend car

What's the perfect weekend car? It's a difficult question to answer and nearly everyone will have their own answer. But after a number of weekends away and with almost 4000 miles on the clock, the MX-5 is making a good case for itself.

That's not to say that it isn't a very good car the rest of the time. In fact, the Mazda is a pleasure to commute in, but it's just that the MX-5 really shines when the working week is done and you can head out of town.

So what makes a good, or great, weekend car? For me, it needs to be fun, good to drive, capable of handling a couple of weekend bags and also refined. The Mazda offers all of these.

First off, it is most certainly fun; if nothing else, the fantastic soft-top ensures that. The ability to drop the roof while stopped at a set of traffic lights and quickly raise it again should the heavens open means being able to take full advantage of any good weather.

The fun continues, because the MX-5 is one of the best cars to drive on the road at the moment. It was tested to its limits at our £30k driver's cars event (26 August), where it impressed each one of our testers. It really was put through its paces and it returned to



MX-5 has been getting away from it all on a regular basis; soft-top is a real bonus

London with a well-deserved victory. Its next challenge comes in the form of Britain's Best Driver's Car, so watch this space to see how it gets on.

Great handling and driving thrills are all well and good, but practicality is also a must and there has to be enough space to cope with a bit of luggage. A weekend car doesn't need to be able to handle flat-pack furniture – well, not for me, at least, although I'm sure for

some it would have to – and the MX-5 makes no claim of being able to do that. However, it is quite capable of carrying a couple of weekend bags, some shopping bags and other gear. What's even better is that the roof doesn't impinge on boot space whether it's up or down.

The final criteria for an excellent weekend car is refinement. Expecting Mercedes S-Class-style motorway cruising ability

is perhaps asking a bit much, but it's great to come back from a weekend at the wheel and not be utterly exhausted. The MX-5 is remarkably quiet with the roof down and the windows up, and it's easy to have a conversation with your passenger. With the roof up, it is noisier than something with a metal folding roof, but it's still impressively hushed. Four hours on a motorway one weekend proved that.

Are there any niggles? Of course there are – the removable cupholders are proving to be a bit of a pain – but at the moment I'm choosing to see these irritations as adding character and will report on them at a later date.

Right now, I'm focusing on getting the roof down as much as possible before winter properly arrives.

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Mazda MX-5 2.0i SE-L Nav**Price** £20,695 **Price as tested** £21,355**Economy** 34.2mpg **Faults** None**Expenses** None **Last seen** 7.10.15

Boot is big enough for some groceries and a bag or two

DEALS

Bargain new
and used motors



Cheap cars: how low can you go?

Can you really buy a car worth having for £100? **James Ruppert** stretches Bangernomics to its limits

As I'm no longer 17 or in need of a marginal motor, I really shouldn't bother looking for £100 cars. However, someone asked me nicely, so I thought I'd have a go.

The trouble is, buying a car for nowt is very difficult these days. Some call it the 'We Buy Any Car' factor, which means any car with a bit of life left in it – an MOT, in other words – is always worth £150 to £200-plus. But never mind, I'll take a car with damage, a short MOT, minor mechanical issues and all sorts of major cosmetic ones. So four wheels, ideally, an engine and, er, that's it.

The first rule of buying a cheapie is not to travel far. There's no point tearing around the country looking at rubbish. It costs time and money and

causes all sorts of hassle when it comes to collection, whether it's train fares or the other half moaning. Marginal cars can often have marginal reliability, so the potential for spending a Friday night waiting for the rescue services is massively increased. If it's local, you might at least be able to take it back to the seller and have an argument.

What about free cars? People are always telling me they got a car for free and actually I've given a few away, but you do need to be in the right place at the right time. I went on the Freecycle website and at that moment no hippies were giving Citroën 2CVs to each other.

Car dealers aren't the best source of cheapies, either. After all, they're in it to make money, but sometimes the hassle



The value of Austin Metros is on the up

of sending a short-MOT Skoda Fabia to auction means they might as well see what they can get for it round the back of their own sales lot, but you have to be both quick and local.

So what did I see? Well, mostly because of the 'no travel' policy, I didn't see much. A couple of car dealers did have some Category C write-offs. You know, bashed-up bonnets and doors, that sort of thing, and they were in the

The first rule of buying a cheapie is not to travel far. There's no point tearing around the country looking at rubbish



P78 James Rupert
Used car expert



P80 Alan Taylor-Jones
Deals expert



P82 Nic Cackett
Data expert

If you're lucky, you could come across a Renault Clio for £100



£75 to £95 category. My local garage laughed at the thought of a £100 car and said they'd call me if the £200 Saab 9-5 they were looking at was any cop. The phone hasn't rung yet.

You need to realise that everything is now a potential classic. The auction websites are misleading. So I watched as the bidding rocketed beyond £800 for a rattly Austin Metro, a rattly 1994 Mercedes-Benz 230TE and a mucked-about-with 1980s Mini.

In the end, my teenager turned up a £100 Renault Clio through social media. It even had an MOT until next spring. There was a catch, of course: a head gasket puffing away like Stephenson's Rocket. Do I need the hassle of sorting out a car at my time of life? Pass.

BANGERNOMICS BEST BUYS



READER'S CAR: PEUGEOT 306 RALLYE

Dion Price's brother had a Peugeot 306 GTi-6 when they were new. Dion loved that car, so the prospect of a stripped-out version of an already light car led to him find a Rallye.

"I bought it for £1750 about two and a half years ago," he says. "It took me a while to find as they are (a) rare and (b) usually pretty rough."

"Values were sub-£2000, but given the limited run of only 500 cars – 200 red, 200 black, 100 white – I know prices will be heading back up again soon enough."

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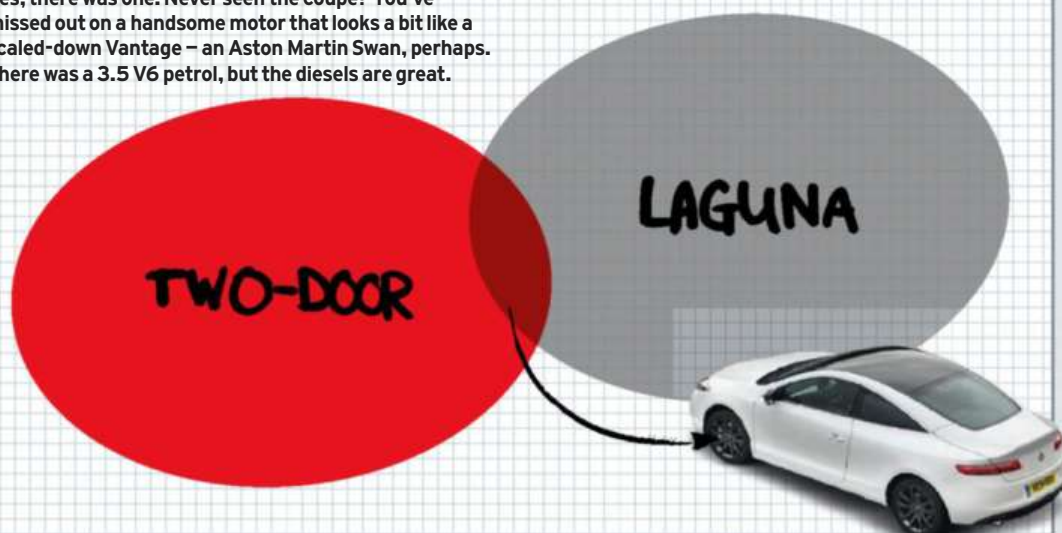


WHAT CAUGHT MY EYE THIS WEEK

Buying a used car online really does discourage the buyer from meeting the seller – and that's a very bad thing. Sadly, that situation isn't going to change.

USED CAR DILEMMA: RENAULT LAGUNA COUPE

Yes, there was one. Never seen the coupé? You've missed out on a handsome motor that looks a bit like a scaled-down Vantage – an Aston Martin Swan, perhaps. There was a 3.5 V6 petrol, but the diesels are great.



A Swiss Army garage for £6000

Why have one car on your driveway when you can get half a dozen that can fulfil every need? **Alan Taylor-Jones** picks six very different cars for less than £1000 a pop

1 Ford Fiesta Zetec S (1999-2002)

There are countless superminis out there for considerably less than £1000, but we've picked one with a little poke. Fitted with a 1.6-litre engine, it may only have 101bhp, but it's enough for a 0-60mph time of less than 10 seconds. Although outright speed is not this car's forte, uprated suspension makes it a blast through corners, while

the looks benefit from alloy wheels and a racy bodykit.

Being a Fiesta of this vintage, rust can always be a worry. Corrosion at the rear arches will be easy to spot, but you'll need to check sills, floorplans and battery trays. Listen out for bottom-end knocks in the engine, too. Prices for a roadworthy example start at around £600.

2



Jeep Cherokee (1993-2001)

With winter just around the corner, you need some 4x4 capability in your line-up. The original Cherokee is one of the toughest and arguably best-value off-roaders out there. Despite what you might think, it offers surprisingly good reliability when looked after; Cherokees can top 200,000 miles with ease.

The 4.0-litre straight six is the best engine to go for, offering both longevity and a surprising turn of speed. It's thirsty, but many have been converted to LPG. Diesels are painfully slow. Keep an eye out for rust, while exhaust manifolds and rear leaf springs can crack. Prices start at just under £1000.

Toyota Celica (1999-2006)

Every multi-car garage needs a sporty little number, and the Celica fits the bill nicely. Most have a reasonable 140bhp, but speed demons will be more interested in the 190 and T-Sport models. Their high-revving 189bhp 1.8-litre engine needs working hard, but they're capable of 0-60mph in 7.4sec. Handling

is fun, while equipment levels are high.

Although the Celica has rear seats, they are only really suitable for children. At least the large liftback reveals a decent boot for a coupé. Celicas can suffer from suspension issues, so keep an ear out for clonks and rattles on the test drive. Expect to pay as little as £700.

3





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4

Mercedes-Benz S-Class (1991-2005)

If there's one car that has always been at the cutting edge, it's the S-Class. Clever as it may be, however, it isn't immune from depreciation. It's for this reason that you can pick up a 1990s or early 2000s example so cheaply.

You won't get a minter for this money, nor something with low miles. Instead, focus on condition and what service history the car might have. While you will be able to find plenty of cars in budget, bear in mind that repairs can be costly.



5

Vauxhall Zafira (1999-2005)

The Zafira was a revelation when it first came out. Offering seven seats in a package the length of an Astra, it meant families could avoid bigger, thirstier MPVs. They don't handle badly, either.

Early diesels are slow and unrefined, but even the later DTi will seem pretty dated by modern standards. A 1.8 petrol would be a good bet if you're not doing mega-miles. Condition and service history are far more important than mileage, and you can afford to be picky.



6

Volkswagen Golf Cabriolet (1994-2002)

You can easily grab something for some fun in the sun for less than £1000. For that money, the Mk3/Mk4 Golf Cabriolet is a good bet, with plenty of choice out there. Don't expect this to be a sports car, though.

There may be the option of a 2.0-litre

petrol engine, but even that has just 115bhp, while handling is more squidgy than sporty. Keep an eye out for rusty wheelarches and damaged hoods. The 2.0 may not be fast, but it is reliable, assuming the cambelt has been changed. Just £500 will get you one with an MOT.

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Autocar's star ratings explained

- ★★★★★ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★★★★ Appalling. Massively significant failings.
- ★★★ Very poor. Fails to meet any accepted class boundaries.
- ★★ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★ Off the pace. Below average in nearly all areas.
- ★★★ Acceptable. About average in key areas, but disappoints.
- ★★★★ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★★ Good. Competitive in key areas.
- ★★★★★ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★★ Excellent. Near class leading in key areas, and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 95

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
ABARTH				
500 3dr hatch Good value hot hatch. In essence from its great fun to drive				
1.4 T-Jet	E14265	133	155/26	5
500 CONVERTIBLE 2dr open Open top hot hatch, has a softer ride than the hi-top car				
1.4 16v Turbo T-Jet	E16605	133	155/27	5
ALFA ROMEO				
MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB Twinkl 105 Distinctive	E16160	103	98/13	3
0.9 TB Twinkl 105 DV Line	E16910	103	98/13	3
1.4 140 N'air TCT Distinctive	E17710	138	124/19	4
1.4 140 N'air TCT DV Line	E18460	138	124/20	4
1.4 170 M Air Q Verde	E20980	168	139/26	5
1.3 JTDm-2 85 Distinctive	E16745	94	90/11	1
1.6 JTDm-2 120 0'live S-S	E17910	118	114/19	2
1.6 JTDm-2 120 0'live Line	E18660	118	114/20	2
GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	E25840	148	110/20	2
2.0 JTDm 175 DV Line TCT	E27590	148	110/20	2
1.4 TB 120 Progression	E18450	118	149/16	3
1.4 TB 120 Distinctive	E19700	118	149/16	3
1.4 TB Multit 170 Distinctive	E21280	168	134/23	4
1.4 TB Multit 170 Excl.	E22950	168	134/23	4
1.4 TB Multit 170 Excl. TCT	E24245	168	121/23	4
1.4 TB Multit 170 DV Line	E24700	168	134/23	4
1.4 TB Multit 170 DV Line TCT	E25995	168	121/23	4
1.6 JTDm 105 Progression	E19500	103	114/16	1
1.6 JTDm 105 Distinctive	E20750	103	114/16	1
1.6 JTDm 105 Excl.	E22500	103	114/16	1
1.6 JTDm 150 Distinctive	E21930	148	110/20	2
2.0 JTDm 150 Excl.	E23680	148	110/20	2
2.0 JTDm 150 DV Line	E25430	148	110/20	2
4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	E51500	237	159/30	1
ALPINA				
B3 2dr coupé Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	294	224	4
B4 saloon Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E50350	294	224	4
3.0 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3				
3.0 S Biturbo	E54550	294	225	4
B5 4dr saloon Huge pace, but let down by unimpressive dynamics				
3.0 S Biturbo	E51350	294	225	4
B5 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	E51350	294	225	4
B5 4dr saloon Huge pace, but let down by unimpressive dynamics				
3.0 S Biturbo	E51350	294	225	4
B7 4dr saloon Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	E90850	500	282	2
4.4 V8 Switch-tronic LMB	E90850	500	282	2
D3 4dr saloon Precise dynamics with added Alpina lures, and a great engine				
0.00 Biturbo	E46950	345	139/30	5
D5 4dr saloon Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	E59950	340	155	2
XD3 5dr 4x4 Alpina's first 5dr is a triumph. Hugely fast, capable and desirable				
3.0 XD3	E54950	345	49	5
ARIEL				
ATON 0dr open Superbly fast track mentalism. As exhilarating as any car yet				
245	E2921	245	-	3
300	E34319	300	-	3
ASTON MARTIN				
RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming				
5.9 V12 S	E149995	550	335	1
VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	E84995	420	299	1
4.7 V8 S	E99995	430	299	1
5.9 V12 S	E138000	565	388/50	1
VANTAGE ROADSTER 2dr open Inexpensive but the Vantage's relaxed nature				
4.7 V8	E98995	420	299	1
4.7 V8 S	E100000	420	299	1
5.9 V12 S	E150000	510	388	1
DB9 VOLANTE 2dr open Facilitates a big improvement dynamically				
5.9 V12	E141995	470	333	1
DB9 2dr coupé Enchanting looks, but ride is choppy. Marmite at the best				
5.9 V12	E133995	470	333	1
VANQUISH 2dr coupé A British supercar for British roads. Looks the business, too				
5.9 V12	E189995	565	335	1
AUDI				
A1 3dr hatch Audi's answer to the Mini. Fun and refined				
1.4 TFSI 125 Sport	E16730	123	115/21	1
1.4 TFSI 125 S line	E18125	123	117/21	1
1.4 TFSI 150 S line	E19520	148	112/25	1
2.0 TFSI 201 S1	E25420	228	162/33	1
1.6 TDI 116 SE	E15430	114	92/19	1
1.6 TDI 116 Sport	E17405	114	92/19	1
1.6 TDI 116 S line	E19400	114	92/19	1
A1 5dr sportback Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	E17350	123	118/21	1
1.4 TFSI 125 S line	E19345	123	119/21	1
1.4 TFSI 150 S line	E20140	148	112/25	1
2.0 TFSI 201 S1	E26155	228	166/33	1
1.6 TDI 116 SE	E14050	114	92/19	1
1.6 TDI 116 Sport	E18025	114	92/19	1
1.6 TDI 116 S line	E20020	114	92/19	1
A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	E18615	108	117/17	1
1.6 TDI 110 ultra SE Technik	E21615	108	89/17	1
2.0 TDI 184 quattro S line	E29945	148	129/26	1
2.0 TDI 184 quattro Sport	E27195	148	127/26	1
2.0 TDI 184 S line	E27035	148	114/28	1
2.0 TDI 184 Sport	E24885	148	112/27	1
2.0 TFSI 300 quattro S3	E30980	296	162/36	1
1.2 TFSI 110 Sport	E20015	108	117/17	1
1.2 TFSI 110 S line	E22125	108	114/18	1
1.4 TFSI 125 SE	E19915	123	122/18	1
1.4 TFSI 125 S line	E21315	123	122/19	1
1.4 TFSI 125 Sport	E22465	123	124/20	1
1.4 TFSI 150 SE ACT	E20165	148	109/23	1
1.4 TFSI 150 SE line ACT	E22165	148	109/23	1
1.4 TFSI 150 S line ACT	E24315	148	111/24	1
1.8 TFSI 180 Sport	E22905	178	135/26	1
1.8 TFSI 180 quattro Sport	E26830	178	149/27	1
1.8 TFSI 180 S line	E26055	178	135/27	1
1.8 TFSI 180 quattro S line	E29055	178	153/28	1
1.6 TDI 110 ultra SE	E20865	108	89/17	1
1.6 TDI 110 Sport	E22265	108	105/17	1
1.6 TDI 110 S line	E24415	108	107/18	1
2.0 TDI 150 SE	E22215	148	108/21	1
2.0 TDI 150 SE Technik	E22965	148	108/23	1
2.0 TDI 150 Sport	E23615	148	108/21	1
2.0 TDI 150 S line	E25765	148	109/21	1
A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	E22335	148	110/23	1
1.6 TDI 110 S line	E25585	108	106/18	1
1.8 TFSI 180 quattro S line	E30225	178	153/28	1
1.8 TFSI 180 quattro Sport	E28000	178	149/25	1
1.8 TFSI 180 Sport	E25075	178	135/23	1
2.0 300 quattro S3	E33580	296	164/36	1
2.0 TDI 150 Sport	E24785	148	107/23	1
1.4 TFSI 150 ACT S line	E25485	148	112/24	1
1.8 TFSI 180 S line	E27225	178	135/24	1
1.6 TDI 110 Sport	E23435	108	104/17	1
2.0 TDI 150 SE	E26935	148	108/24	1
2.0 TDI 184 S line	E26055	181	114/28	1
2.0 TDI 184 Sport	E28265	181	114/28	1
2.0 TDI 184 quattro Sport	E28965	181	127/26	1
2.0 TDI 184 quattro S line	E31115	181	129/26	1
A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	E24085	123	124/20	1
1.4 TFSI 125 Sport	E21935	123	122/19	1
1.8 TFSI 180 quattro S line	E29675	178	153/28	1
1.8 TFSI 180 Sport	E24525	178	135/26	1
2.0 TDI 150 S line	E26385	148	109/21	1
2.0 TDI 150 SE	E22835	148	108/21	1
2.0 TDI 150 Sport	E24235	148	108/21	1
2.0 TDI 184 quattro S line	E30565	175	129/26	1
2.0 TFSI 300 quattro S3	E31660	296	162/36	1
1.2 TFSI 110 SE	E19235	108	117/17	1
1.2 TFSI 110 Sport	E20635	108	117/17	1
1.2 TFSI 110 S line	E22245	108	114/18	1
1.4 TFSI 125 SE	E20535	123	122/18	1
1.4 TFSI 150 SE ACT	E22185	148	112/23	1
1.4 TFSI 150 SE line ACT	E24935	148	114/24	1
1.4 TFSI 150 e-tron	E35340	201	37/29	1
1.8 TFSI 180 quattro Sport	E27450	178	149/27	1
1.6 TDI 110 ultra SE	E21485	108	89/17	1
1.6 TDI 110 ultra SE Technik	E22235	108	89/17	1
1.6 TDI 110 Sport	E22885	108	105/17	1
1.6 TDI 110 S line	E25405	108	107/18	1
2.0 TDI 150 SE Technik	E23585	148	108/23	1
2.0 TDI 184 Sport	E25505	175	112/27	1
2.0 TDI 184 quattro Sport	E28415	175	127/26	1
2.0 TDI 184 S line	E27655	175	114/28	1
A3 CABRIOLET 2dr open Amused success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	E29675	148	118/26	1
1.4 TFSI 150 SE	E26125	148	116/24	1
1.4 TFSI 150 Sport	E27125	148	116/25	1
1.8 TFSI 180 S line	E32895	178	133/29	1
1.8 TFSI 180 Sport Au	E30445	178	133/29	1
2.0 TDI 150 S line	E31125	148	115/27	1
2.0 TDI 150 SE	E27125	148	113/24	1
2.0 TDI 150 Sport	E28975	148	113/25	1
1.8 TFSI 180 quattro Sport	E32225	178	154/29	1
1.8 TFSI 180 S line	E31415	148	118/26	1
1.8 TFSI 180 quattro S line	E34415	178	157/32	1
2.0 TFSI 300 quattro S3	E39245	296	165/32	1
1.6 TDI 110 SE	E26225	108	110/17	1
1.6 TDI 110 Sport	E27425	108	110/18	1
1.6 TDI 110 S line	E29725	108	112/20	1
2.0 TDI 184 Sport	E30425	148	117/30	1
2.0 TDI 184 S line	E32395	148	119/31	1
2.0 TDI 184 quattro S line	E35425	148	134/31	1
2.0 TDI 184 quattro Sport	E33285	148	132/30	1
A4 4dr saloon Highly competent and quality laden. leaves dynamic finesse to others				
2.0 TDI 150 Black Edition	E31005	148	119/24	1
2.0 TDI 150 S line	E30320	148	119/23	1
2.0 TDI 150 SE	E28855	148	127/23	1
2.0 TDI 150 SE Technik	E30275	148	127/23	1
2.0 TDI 177 SE Technik	E29620	175	126/27	1
2.0 TFSI 225 quattro Black Edit	E35275	222	155/33	1
2.0 TFSI 225 quattro S line	E34500	222	155/33	1
2.0 TFSI 225 quattro SE	E31445	222	155/32	1
2.0 TFSI 225 quattro SE Technik	E32945	222	155/33	1
1.8 TFSI 120 SE	E24385	118	151/19	1
1.8 TFSI 120 SE Technik	E25485	118	151/19	1
1.8 TFSI 120 S line	E27240	118	151/20	1
1.8 TFSI 120 Black Edition	E28015	118	151/20	1
1.8 TFSI 170 SE	E26400	168	134/25	1
1.8 TFSI 170 SE Technik	E27420	168	134/24	1
1.8 TFSI 170 S line	E28855	168	134/26	1
1.8 TFSI 170 Black Edition	E29620	168	134/26	1
3.0 V6 333 S4	E39610	328	178/36	1
3.0 V6 333 S4 Black Edition	E40685	328	178/36	1
2.0 TFSI 225 quattro Black Edit	E35275	148	119/24	1
2.0 TFSI 225 quattro S line	E34500	148	119/23	1
2.0 TFSI 225 quattro SE	E31445	148	119/23	1
2.0 TFSI 225 quattro SE Technik	E32945	148	119/23	1
2.0 TDI 163 Ultra SE	E28320	161	109/27	1
2.0 TDI 163 Ultra SE Technik	E29240	161	109/27	1
2.0 TDI 177 S line	E31175	175	126/27	1
2.0 TDI 177	E31175	175	126/27	1
2.0 TDI 177 Black Edition	E31950	175	126/28	1
2.0 TDI 177 SE Technik	E29880	175	134/27	1
2.0 TDI 177 quattro SE Technik	E31180	175	134/27	1
2.0 TDI 177 quattro S line	E32735	175	134/27	1
2.0 TDI 177 quattro 177 Black Edit	E33510	175	134/28	1
2.0 TDI 177 quattro 245 SE	E35360	237	149/33	1
2.0 TDI 177 quattro 245 S line	E38215	237	149/33	1
2.0 TDI 177 quattro 24 quattro				

AUTOCAR TOP FIVES

Superminis



1 Ford Fiesta From £10,000
Not a class-beater in every regard, but its dynamics are so far ahead of the curve that it's currently unassailable. ★★★★★



2 Mini One From £13,000
Three-pot engines and cleverly recycled interior make the Mini a superb choice. Second to Fiesta on value, though. ★★★★★



3 Mazda 2 From £12,000
A very grown-up and well-made supermini. Drives with real charm, too. Engine not quite so appealing. ★★★★★



4 Skoda Fabia From £10,000
Feels like the sum of everything Skoda has learnt in the past 20 years. That makes it very good indeed. ★★★★★



5 Renault Clio From £10,000
An attractive and practical proposition, and still pleasingly French. Ride and handling great, interior less so. ★★★★★

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
4.2 V8 RS	£69,500	444	249	47
2.0 TDI 177 SE	£34,575	175	127	29
2.0 TDI 177 S line	£37,825	175	127	30
3.0 TDI 204 S line	£41,535	201	138	33
3.0 TDI 245 quattro S line	£45,220	242	167	39
A6 Mirasoloon The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★				
3.0 TDI 200 quattro Black Ed	£51,165	316	164	44
3.0 TDI 200 quattro S line	£48,990	316	159	43
3.0 TDI 218 Black Edition	£43,135	215	127	35
3.0 TDI 218 quattro Black Ed	£44,895	215	138	40
3.0 TDI 218 quattro S line	£42,720	215	133	39
3.0 TDI 218 quattro SE	£40,195	215	133	39
3.0 TDI 272 quattro Black Ed	£46,455	268	138	42
4.0 TFSI 450 SE	£56,455	429	214	52
2.0 TDI 190 Ultra SE	£32,295	187	113	32
2.0 TDI 190 Ultra S line	£34,820	187	114	33
2.0 TDI 190 Ultra Black Ed	£36,995	187	119	33
3.0 TDI 218 SE	£38,435	215	122	34
3.0 TDI 218 S line	£40,960	215	122	35
3.0 TDI 272 quattro SE	£41,755	268	133	41
3.0 TDI 272 quattro S line	£42,800	268	133	41
3.0 TDI 272 quattro SE	£44,645	268	133	41
A6 AVANT Sdr estate A capable stress buster, brilliant a quant killer. ★★★★★				
3.0 TDI 320 quattro Black Ed	£53,330	316	169	44
3.0 TDI 320 quattro S line	£51,040	316	164	43
3.0 TDI 320 quattro SE	£45,185	316	164	43
3.0 TDI 320 quattro Black Ed	£46,960	315	144	40
3.0 TDI 320 quattro S line	£44,770	315	138	39
3.0 TDI 320 quattro SE	£42,245	315	138	39
3.0 TDI 320 quattro Black Ed	£48,520	368	144	42
4.0 TFSI 560 RS	£78,790	552	223	50
4.0 TFSI 450 SE	£58,455	429	214	47
2.0 TDI 190 Ultra SE	£34,345	187	118	32
2.0 TDI 190 Ultra S line	£36,870	187	119	33
2.0 TDI 190 Ultra Black Ed	£39,045	187	124	33
3.0 TDI 218 SE £40,485 215 125 34				
3.0 TDI 218 S line	£40,310	215	125	35
3.0 TDI 272 quattro SE	£41,805	268	131	41
3.0 TDI 272 quattro S line	£43,300	268	131	41
3.0 TDI 320 quattro SE	£45,815	316	164	43
A6 ALLROAD Sdr estate Rugged and fun. Even more pokey. ★★★★★				
3.0 TDI 218 quattro	£45,755	215	149	39
3.0 TDI 218 quattro Sport	£49,455	215	149	39
3.0 TDI 272 quattro	£47,315	268	149	42
3.0 TDI 272 quattro Sport	£51,015	268	149	42
3.0 TDI 320 quattro	£52,125	316	172	44
3.0 TDI 320 quattro Sport	£56,825	316	172	44
A7 SPORTBACK Sdr hatch A good mix of luxury, practicality and driver reward. ★★★★★				
3.0 TFSI 333 quattro S line	£50,465	328	182	44
3.0 TFSI 333 quattro Black Ed	£53,395	328	182	44
3.0 TDI 218 Ultra SE Exec	£49,915	215	124	37
3.0 TDI 218 Ultra S line	£48,795	215	128	38
3.0 TDI 218 quattro SE Exec	£47,670	215	138	41
3.0 TDI 218 quattro S line	£45,040	215	142	41
3.0 TDI 218 quattro Black Ed	£52,390	215	142	42
3.0 TDI 272 quattro SE Exec	£50,255	268	143	43
3.0 TDI 272 quattro S line	£53,060	268	142	43
3.0 TDI 272 quattro Black Ed	£55,410	268	142	44
3.0 TDI 320 quattro S line	£56,730	316	167	45
3.0 TDI 320 quattro Black Ed	£59,080	316	167	45
A8 Mirasoloon Stylish, comfortable and solid. A convincing exec saloon. ★★★★★				
3.0 TDI 258 quattro SE Exec	£62,185	247	135	46
2.0 TFSI 245 Hybrid	£64,290	200	144	42
2.0 TFSI 245 Hybrid L	£68,285	200	148	43
3.0 TFSI 310 quattro SE Exec	£64,290	309	183	46
3.0 TFSI 310 quattro Sport Exec	£67,890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£161,640	429	216	49
4.0 TFSI 435 quattro Sport Exec	£179,640	429	216	49
4.0 TFSI 520 SE	£80,735	513	216	49
6.0 W12 500 quattro L	£97,920	493	254	50
3.0 TDI 258 quattro SE	£59,580	254	155	46
3.0 TDI 258 quattro SE L	£65,455	254	158	46
4.0 V8 S	£66,150	247	158	46
3.0 TDI 258 quattro Sport Exec L	£69,785	254	158	46
3.0 TDI 258 quattro Sport Exec L	£69,785	254	158	46
4.2 TDI 385 quattro SE Exec L	£128,350	380	189	50
4.2 TDI 385 quattro SE Exec L	£168,040	346	190	50
4.2 TDI 385 quattro Sport Exec L	£163,900	380	194	50
4.2 TDI 385 quattro Sport Exec L	£180,355	380	197	50
Q3 Sdr 4x4 Typically refined and competent, but feels more A3 than SUV. ★★★★★				
1.4 TFSI 150 SE	£25,380	138	128	19
1.4 TFSI 150 S line	£28,060	138	131	20
2.0 TFSI 180 quattro SE	£26,640	176	152	27
2.0 TFSI 180 quattro S line	£29,190	176	152	27
2.0 TFSI 180 quattro S line Plus	£34,540	176	161	28
2.5 TFSI 340 quattro RS	£45,540	335	203	37
BMW				
1 SERIES Sdr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
108i SE	£20,245	134	125	18
118i SE	£21,245	134	128	18
118i Sport	£23,015	168	133	19
118i M Sport	£23,295	134	136	21
120i SE	£24,995	134	132	22
125i M Sport	£26,375	215	157	28
M205i	£31,200	253	180	37
116d SE	£21,100	114	94	17
116d Ed Plus	£22,100	114	89	18
116d SE	£22,800	114	106	18
116d Sport	£23,800	114	106	18
116d SE	£22,325	140	119	20
118d Sport	£25,025	140	119	20
118d M Sport	£26,475	181	124	21
118d SE	£26,475	181	125	20
120d M Sport	£29,800	221	121	30
1 SERIES Sdr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★				
108i SE	£20,775	168	125	18
118i SE	£21,775	168	129	18
118i Sport	£23,605	168	131	19
118i M Sport	£23,825	134	132	22
120i SE	£25,935	134	132	22
125i M Sport	£27,315	215	157	28
116d SE	£21,770	114	94	17
116d Ed Plus	£22,560	114	89	18
116d SE	£22,710	114	107	18
116d M Sport	£23,710	114	106	18
118d SE	£22,855	140	119	20
118d Sport	£23,855	140	119	20
118d M Sport	£25,555	140	119	20
120d SE	£27,005	181	114	25
120d M Sport	£27,265	181	114	25
120d xDrive SE	£30,655	187	124	28
120d xDrive Sport	£28,355	187	124	28
125d M Sport	£30,320	221	121	30
2 SERIES 2dr coupe Another compact companion. M235i is one of the best BMWs period. ★★★★★				
218i SE	£32,120	215	125	33
220i Sport	£26,195	215	146	25
220i M Sport	£27,545	215	146	25
228i M Sport	£29,040	242	155	30
M235i	£34,640	326	189	39
218d SE	£24,415	141	119	20
218d Sport	£25,415	141	119	20
218d M Sport	£26,165	141	121	21
220i SE	£27,015	181	122	26
220i M Sport	£28,065	181	115	27
2 SERIES 2dr open Doesn't quite replicate the coupe's verve, but still good. ★★★★★				
218i SE	£31,915	181	124	27
220i SE	£29,965	181	127	27
220i M Sport	£33,250	215	167	33
220i xDrive SE	£32,010	215	157	28
228i M Sport	£31,550	242	163	33
M235i	£37,015	326	199	40
220i xDrive SE	£30,800	215	161	29
220d xDrive SE	£30,965	181	124	27
2 SERIES ACTIVE TOURER Sdr mpv BMW's front-drive hatch is a proper contender. ★★★★★				
218i SE	£27,540	189	142	28
218i Sport	£22,475	134	113	13
218i M Sport	£23,925	134	113	13
218i Luxury	£24,475	134	115	14
220i SE	£25,475	134	124	14
220i Sport	£25,725	189	137	20
220i Luxury	£26,785	189	137	20
225i xDrive SE	£31,175	227	140	23
225i xDrive M Sport	£32,210	227	152	24
216d SE	£22,410	114	99	11
216d Sport	£24,660	114	99	11
216d M Sport	£24,945	114	104	12
218d SE	£24,555	140	119	20
218d Sport	£25,805	140	119	20
218d M Sport	£26,555	140	119	20
220d SE	£27,555	140	114	14
220d Sport	£27,755	187	115	21
220d M Sport	£29,005	187	115	21
220d xDrive SE	£31,005	187	122	26
220d xDrive M Sport	£31,005	187	122	26
220d xDrive SE	£32,005	187	121	27
2 SERIES GRAN TOURER Sdr mpv Seven-seat MPV's worthy - but expensive. And need a 3 Series. ★★★★★				
218i SE	£24,175	134	123	19
218i Sport	£25,425	134	123	19
218i M Sport	£26,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
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220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220i SE	£27,175	134	123	19
220i Sport	£27,175	134	123	19
220i M Sport	£28,175	134	123	19
220				

BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW X5 xDrive30d SE: Urban 42.2 mpg agreement for a BMW X5 xDrive30d SE, with a contract mileage of 30,000 miles and excess mileage charge of 12.54p per mile. Applies for new vehicles ordered at participating BMW retailers between 1 October and 31 March 2017. Finance available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire

A red Jaguar XE driving on a road. The car is shown from a front-three-quarter view, moving towards the right. The background consists of a green field and trees under a clear sky. The car's license plate is 'DE65 APJ'.

The BMW X5



The Ultimate

A dark brown BMW X3 is shown driving on a winding asphalt road that curves to the right. The car is positioned in the center-left of the frame, moving towards the viewer. The background features steep, rocky mountainsides with patches of green vegetation. The lighting suggests a bright, sunny day. The car's license plate is 'M KV 8463'. The overall scene conveys a sense of adventure and performance in a rugged environment.

The Ultimate Driving Machine

(6.7l/100 km). Extra Urban 51.4 mpg (5.5l/100 km). Combined 47.9 mpg (5.9l/100 km). CO₂ emissions 156 g/km. *initial rental £8,699. Price shown is for a 36 month Personal Contract Hire 31 December 2015 and registered by 31 March 2016 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other charges may be provided by BMW Financial Services (GB) Limited, Summit ONE, Summit Avenue, Farnborough, Hampshire GU14 0FB.

No more speeding tickets.



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UPDATES

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aguri

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.0 TDCI 180 Titanium X AWD	£29095	177	135	22
C-MAX 5dr mpv As fun to drive as it is easy to live with				
★ ★ ★ ★ ★				
1.0T 100 Ecoboost Zetec S-S	£18695	99	117	10
1.0T 125 Ecoboost Zetec S-S	£19195	123	117	10
1.0T 100 Ecoboost Titanium S-S	£20195	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20695	123	117	10
1.0T 125 EcoBoost Titanium X SS	£22695	123	117	14
1.6 105 Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182 EcoBoost Titanium X SS	£23605	180	144	22
1.6 TDCI 115 Zetec	£19150	114	117	16
1.6 TDCI 115 Titanium	£20650	114	117	16
1.6 TDCI 115 Titanium X	£22650	114	117	16
2.0 TDCI 140 Titanium	£21725	138	129	20
2.0 TDCI 163 Titanium X	£24225	161	129	22
GRAND C-MAX 5dr mpv Fun and practical small seven seater				
★ ★ ★ ★ ★				
1.0T 100 Ecoboost Zetec S-S	£20295	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20795	123	119	10
1.0T 100 Ecoboost Titanium S-S	£22195	99	119	10
1.0T 125 Ecoboost Titanium S-S	£22695	123	119	10
1.0T 125 EcoBoost Titanium X SS	£24295	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22950	148	149	19
1.6T 182 EcoBoost Titanium X SS	£24950	180	149	22
1.6 TDCI 115 Zetec	£20450	114	124	16
1.6 TDCI 115 Titanium	£22045	114	124	16
1.6 TDCI 115 Titanium X	£24045	114	124	16
2.0 TDCI 140 Titanium	£23250	138	134	20
2.0 TDCI 163 Titanium X	£25750	161	134	22
S-MAX 5dr mpv Proof that MPVs need not be boring or ungainly. Still the benchmark				
★ ★ ★ ★ ★				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Tium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240 Tilt. X Sp. Au	£31485	237	194	27
1.6 TDCI 115 Zetec S-S	£24110	114	139	16
1.6 TDCI 115 Eco Tium S-S	£25860	114	139	16
2.0 TDCI 140 Zetec	£24295	138	139	18
2.0 TDCI 140 Titanium	£26045	138	139	18
2.0 TDCI 163 Titanium	£26645	161	139	19
2.0 TDCI 163 Tilt. X Sp.	£30395	161	139	21
2.2 TDCI 200 Titanium	£27870	197	174	26
2.2 TDCI 200 Tilt. X Sp.	£31620	197	174	26
GALAXY 5dr mpv Huge seven-seater MPV. Easy to place on the road. Not cheap				
★ ★ ★ ★ ★				
2.2 TDCI 200 Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Tium S-S	£27570	158	167	18
1.6 160 Eco Tium X S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	25
1.6 TDCI 115 Zetec S-S	£26460	114	139	16
1.6 TDCI 115 Eco Tium S-S	£28360	114	139	16
1.6 TDCI 115 Eco Tilt. X S-S	£30860	114	139	18
2.0 TDCI 140 Zetec	£26645	138	139	18
2.0 TDCI 140 Titanium	£28545	138	139	20
2.0 TDCI 140 Titanium X	£31045	138	139	21
2.0 TDCI 163 Titanium	£29145	161	139	22
2.0 TDCI 163 Titanium X	£31645	161	139	23
2.2 TDCI 200 Titanium	£30375	197	179	26

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.8 i-VTEC SR	£23135	140	149	14
ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive				
★ ★ ★ ★ ★				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-DTEC 150 ES	£25400	148	138	24
2.2 i-DTEC 150 ES GT	£26320	148	138	24
2.2 i-DTEC 150 ES GT Nav	£27520	148	138	24
2.2 i-DTEC 150 EX	£28795	148	141	25
2.2 i-DTEC 150 EX ADAS	£31195	148	141	26
2.2 i-DTEC 180 Type S	£31435	177	147	28
2.2 i-DTEC 180 Type S ADAS	£33685	177	147	29
ACCORD TOURER 5dr estate As above but more desirable and useful				
★ ★ ★ ★ ★				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-DTEC 150 ES	£26895	148	143	24
2.2 i-DTEC 150 ES GT	£27870	148	143	24
2.2 i-DTEC 150 ES GT Nav	£29070	148	143	24
2.2 i-DTEC 150 EX	£30330	148	146	25
2.2 i-DTEC 150 EX ADAS	£32730	148	146	26
2.2 i-DTEC 180 Type S	£32925	177	150	28
2.2 i-DTEC 180 Type S ADAS	£35175	177	150	29
HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though				
★ ★ ★ ★ ★				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC S	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.6 i-DTEC S	£19745	118	-	-
1.6 i-DTEC SE	£21495	118	-	-
1.6 i-DTEC SE Navi	£22105	118	-	-
1.6 i-DTEC EX	£24945	118	-	-
CR-V 5dr 4x4 The CR-V soldiers on. But it's hemmed in by cleverer competition				
★ ★ ★ ★ ★				
1.6 i-DTEC 120 SE-Nav ZWD	£26740	118	115	22
1.6 i-DTEC 120 SE-Nav ZWD	£24300	118	115	23
1.6 i-DTEC 120 SR ZWD	£28495	118	119	23
2.0 i-VTEC S ZWD	£22345	154	168	22
2.0 i-VTEC S-Nav ZWD	£23245	154	168	22
2.0 i-VTEC SE ZWD	£24515	154	168	22
2.0 i-VTEC SE-Nav ZWD	£25685	154	168	22
2.0 i-VTEC SE	£25615	154	173	22
2.0 i-VTEC SE-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-DTEC 120 S ZWD	£23400	118	115	22
1.6 i-DTEC 120 SE ZWD	£25570	118	115	22
1.6 i-DTEC 160 SE	£27570	158	129	26
1.6 i-DTEC 160 SE-Nav	£28740	158	129	26
1.6 i-DTEC 160 SR	£30625	158	133	27
1.6 i-DTEC 160 EX	£32470	158	133	27

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 Style Au	£15960	123	154	10
1.4 CRDi 90 Class	£13835	89	119	9
IX35 5dr 4x4 Classy, roomy cabin, predictable handling. Very competitive				
★ ★ ★ ★ ★				
1.6 GDI S ZWD	£17150	133	158	14
1.6 GDI S B'Drive ZWD ISG	£17330	133	149	14
1.6 GDI SE ZWD	£18750	133	158	14
1.6 GDI SE B'Drive ZWD ISG	£18930	133	149	14
1.6 GDI SE Nav ZWD	£19800	133	158	14
1.6 GDI SE Nav B'Drive ZWD ISG	£19980	133	149	14
1.7 CRDi SE Nav ZWD	£21300	114	139	14
1.7 CRDi Premium ZWD	£23000	114	139	14
1.7 CRDi Prem Panorama ZWD	£23800	114	139	14
1.7 CRDi S ZWD	£18650	114	139	14
1.7 CRDi SE ZWD	£20250	114	139	14
2.0 CRDi Premium 136 4WD	£25900	134	149	18
2.0 CRDi Prem Panorama 4WD	£26700	134	149	18
2.0 CRDi SE 136 4WD	£23150	134	149	18
2.0 CRDi SE Nav 136 4WD	£24200	134	149	18
SANTA FE 5dr 4x4 An injection of class has enhanced the Santa Fe's easygoing appeal				
★ ★ ★ ★ ★				
2.2 CRDi SE 4WD 5st	£27995	194	159	19
2.2 CRDi SE 4WD 7st	£29145	194	159	19
2.2 CRDi Premium 4WD 5st	£30595	194	159	19
2.2 CRDi Premium 4WD 7st	£31900	194	159	19
2.2 CRDi Premium SE 4WD 7st	£35395	194	159	20

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
3.0 V6 S-C Portfolio LWB	£76450	336	224	-
5.0 V8 S-C Supersport LWB	£95895	503	270	50
5.0 V8 S-C 550 XJR	£92395	542	270	50
3.0 V6 Luxury	£56870	271	159	48
3.0 V6 Luxury LWB	£59980	271	167	48
3.0 V6 Premium Luxury	£60670	271	159	48
3.0 V6 Premium Luxury LWB	£63780	271	167	48
3.0 V6 Portfolio LWB	£67870	271	159	49
F-TYPE 2dr coupé Cheaper than the roadster. Gains in rigidity mean it's better too				
★ ★ ★ ★ ★				
3.0 V6 S	£53050	336	199	50
3.0 V6 S	£60250	375	213	50
5.0 V8 R	£85000	542	259	50
F-TYPE 2dr open Serious money. But it buys a serious car with a likeable wild side				
★ ★ ★ ★ ★				
3.0 V6	£58535	336	209	50
3.0 V6 S	£67535	375	213	50
5.0 V8 S	£79995	488	259	50

AUTOCAR TOP FIVES

Track cars



1 Ariel Atom 3.5R From £64,000
Everything learnt by Ariel during the past decade has been poured into this update. It shows. Sublime. ★★★★★



2 Radical RXC500 From £143,000
Radical's revision of its road car delivers the power previously missing. A Nürburgring record holder in waiting. ★★★★★



3 BAC Mono From £79,000
A sublime attempt to recreate the single-seater driving experience for the road. Utterly incomparable. ★★★★★



4 Lotus Exige V6 Cup From £63,000
Lighter and stiffer, the Cup is Lotus's idea of a track-day Exige. Predictably, it's brilliant. Easy to live with, too. ★★★★★



5 Caterham Seven 620R From £50,000
Supercharged engine provides Chapman's imp with even more grunt. Usability suffers; acceleration does not. ★★★★★



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Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.6 CRDi 126 4 ISG	£23295	126	116	14
1.6 CRDi 126 4 Tech ISG	£25195	126	116	15
PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable	★ ★ ★ ★ ★			
1.4 98 VR7	£14900	133	143	10
1.6 GDI 133 S ISG	£17895	133	124	14
1.6 GDI 133 SE	£19905	133	137	15
1.6 GDI 133 SE DCT auto	£21205	133	140	14
1.6 T-GDI 201 GT	£22025	201	171	29
1.6 T-GDI 201 GT Tech	£22905	201	171	30
1.6 CRDi 126 S ISG	£18995	126	100	13
1.6 CRDi 126 SE ISG	£20995	126	112	13
1.6 CRDi 126 SE Tech	£23095	126	112	13
SOUL 5dr hatch Looks divide opinion. Better value now, but still hardly the best option	★ ★ ★ ★ ★			
EV 81kW	£29995	107	-	19
1.6 GDI Start	£12800	130	158	9
1.6 GDI Connect	£15000	130	158	9
1.6 GDI Connect Plus	£16100	130	158	10
1.6 GDI Mixx	£18355	130	170	11
1.6 GDI Maxx	£20155	130	170	11
1.6 CRDi Connect	£16600	126	132	9
1.6 CRDi Connect Plus	£17700	126	132	10
1.6 CRDi Mixx	£19950	126	132	10
1.6 CRDi Maxx	£21750	126	132	11
OPTIMA 4dr saloon Looks the part, but is well off the European saloon pace	★ ★ ★ ★ ★			
1.7 CRDi 1 ISG	£22895	134	128	17
1.7 CRDi 1 ISG	£19995	134	128	17
1.7 CRDi 3 ISG	£25795	134	128	20
VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint	★ ★ ★ ★ ★			
1.4 89 1 ISG	£11995	89	130	8
1.4 89 1 Air ISG	£12795	89	130	8
1.4 89 SR7 ISG	£13595	89	130	9
1.4 89 2 ISG	£13895	89	130	9
1.6 123 3 ISG	£16190	123	139	13
1.6 123 2 auto	£15810	123	139	13
1.6 123 3 auto	£17290	123	154	11
1.4 CRDi 89 2	£15195	89	119	10
1.4 CRDi 89 SR7	£14895	89	119	10
1.6 CRDi 114 3 ISG	£17475	114	117	14
1.6 CRDi 114 4 ISG	£18570	114	117	14
CARENS 5dr mpv Nicely up to scratch now, but no class leader	★ ★ ★ ★ ★			
1.7 CRDi 3 Sat Nav ISG	£25250	136	132	16
1.6 GDI 1 ISG	£18195	133	149	13
1.6 GDI 2 ISG	£19600	133	149	13
1.7 CRDi 114 1 ISG	£19590	114	124	12
1.7 CRDi 114 2 ISG	£20995	114	124	12
1.7 CRDi 134 2 Au	£22400	136	159	16
1.7 CRDi 134 3 ISG	£24300	136	159	16
SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent too	★ ★ ★ ★ ★			
2.0 CRDi 4 2WD ISG	£25000	114	143	14
2.0 CRDi 4x4 4WD	£21500	134	149	16
1.6 GDI 1 2WD	£19500	133	158	14
1.6 GDI 2 2WD ISG	£17800	133	149	14
1.7 CRDi 1 2WD ISG	£19100	114	135	12
1.7 CRDi 2 2WD ISG	£21200	114	135	13
1.7 CRDi 3 2WD ISG	£23100	114	143	13
1.7 CRDi 3 SatNav 2WD ISG	£23900	114	143	13
2.0 CRDi 4x4 4WD	£23600	134	149	17
2.0 CRDi 4x4 4WD	£25500	134	156	17
2.0 CRDi 4x4 4WD nav	£26300	134	156	17
2.0 CRDi 4x4 4WD nav au	£27610	134	183	17
2.0 CRDi 181 4x4 4WD	£28200	134	158	19
SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it	★ ★ ★ ★ ★			
2.2 CRDi 4x4-1	£28795	197	149	24
2.2 CRDi 4x4-2	£31995	197	161	25
2.2 CRDi 4x4-3	£35845	197	161	26
2.2 CRDi 4x4-4	£41000	197	177	28
KTM				
X-BOW 0dr unknown Eccentric looks, sharp handling. Expensive	★ ★ ★ ★ ★			
2.0 Street	£49980	237	185	-
2.0 Clubsport	£59755	237	185	-
2.0 Supersport	£79305	237	185	-
2.0 ABT SP line 300	£59755	296	189	-
LAMBORGHINI				
HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious	★ ★ ★ ★ ★			
5.2 V10 LP 610-4	£180720	601	-	-
AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect	★ ★ ★ ★ ★			
6.5 LP700-4	£242280	690	398	-
LAND ROVER				
DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it	★ ★ ★ ★ ★			
90 2.2D Hard Top	£23100	120	266	-
90 2.2D S/Wagon	£25650	120	269	25
90 2.2D Country	£27305	120	269	25
90 2.2D XS S/Wagon	£30505	120	269	26
DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it	★ ★ ★ ★ ★			
110 2.2D Hard Top	£25010	120	295	26
110 2.2D Country Utility Wagon	£29550	120	295	-
110 2.2D Utility Wagon	£27620	120	295	-
110 2.2D S/Wagon	£29550	120	295	28
110 2.2D XS S/Wagon	£33405	120	295	28
110 2.2D XS Utility Wagon	£32405	120	295	-
DISCOVERY 5dr 4x4 The best compromise between off and on-road ability	★ ★ ★ ★ ★			
3.0 SDV6 255 GS	£40005	252	213	39
3.0 SDV6 255 XS	£46865	252	213	40
3.0 SDV6 255 HSE	£54495	252	213	41
DISCOVERY SPORT 5dr 4x4 Hugely alluring compact seven-seater	★ ★ ★ ★ ★			
2.2 SD4 190 SE	£32395	188	162	28
2.2 SD4 190 SE Tech	£33895	188	162	28
2.2 SD4 190 HSE	£37595	188	162	31
2.2 SD4 190 HSE Luxury	£41195	188	162	31
RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV	★ ★ ★ ★ ★			
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV	★ ★ ★ ★ ★			
2.2 eD4 150 Pure Tech 2WD	£31205	148	129	29
2.2 SD4 190 Pure Tech 4WD	£33505	188	149	33
2.2 SD4 190 Dynamic 4WD	£39305	188	149	34
MAZDA				
2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun	★ ★ ★ ★ ★			
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too	★ ★ ★ ★ ★			
1.5 100 SE	£16995	99	119	13
1.5 100 SE Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	23
2.2D 150 SE-L	£20245	148	107	24
2.2D 150 SE-L Nav	£21145	148	107	24
2.2D 150 SE-L Nav	£21745	148	107	24
2.2D 150 Sport Nav	£22545	148	107	24
6 4dr saloon A compelling mix of size, economy and performance. Interior a let down	★ ★ ★ ★ ★			
2.0 145 SE	£19795	143	129	18
2.0 145 SE Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	19
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	19
2.2D 150 SE-L Nav	£23995	148	108	19
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
6 5dr tourer A compelling mix of size, economy and performance. Interior a let down	★ ★ ★ ★ ★			
2.0 145 SE-L	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2D 150 SE Nav	£23795	148	116	21
2.2D 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	19
2.2D 150 SE-L Nav	£24795	148	116	19
2.2D 150 Sport Nav	£27195	148	116	21
CX-5 5dr 4x4 Superb diesel engine matched to average package	★ ★ ★ ★ ★			
2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	15
2.0 Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.0 Sky-D 150 SE-L Lux Nav	£26395	148	119	20
2.0 Skyactiv-D 150 Sport Nav	£27195	148	119	19
2.0 Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.0 Sky-D 175 Sport Nav AWD	£29395	173	136	21
5 5dr mpv Functional seven-seater, but not unpleasant to drive. Lots of kit	★ ★ ★ ★ ★			
2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16
MX-5 2dr open The old recipe - but done better. Lean, low-cost and pretty. As it should be	★ ★ ★ ★ ★			
1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
650S 2dr coupé Extraordinary pace and handling. The car the 12C should have been	★ ★ ★ ★ ★			
3.8 V8	£195250	641	-	50
650S SPIDER 2dr open More of the same although noisier - and better for it	★ ★ ★ ★ ★			
3.8 V8	£215250	641	-	50
P1 2dr coupé Other-worldly. As worthy of a place in hypercar history as the F1	★ ★ ★ ★ ★			
3.8 V8	£866000	903	194	50
MERCEDES-BENZ				
A-CLASS 5dr hatch Desirability on message, ride quality seriously off-piste	★ ★ ★ ★ ★			
A180 CDI SE ECO	£21965	107	92	16
A250 Eng'ned by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
B-CLASS 5dr hatch A slightly odd prospect, but practical and classy	★ ★ ★ ★ ★			
B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B180 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£24395	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
CLA 4dr saloon Attractive from some angles, unappealing from others. Dynamics to match	★ ★ ★ ★ ★			
CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	27
CLA220 CDI AMG Sport	£31975	168	117	28
C-CLASS 2dr coupé Nice balance of style, usability and driver reward	★ ★ ★ ★ ★			
C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exec SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
CLS 5dr shooting brake Saloon-like practicality, coupé-like rewards ★★★★★				
63 AMG S	£87010	571	231 50	
220 BlueTEC AMG Line	£48080	175	129 44	
350 BlueTEC AMG Line	£51400	254	162 47	
GLA 5dr 4x4 Not the most practical crossover, but good looking and very decent to drive ★★★★★				
GLA250 AMG Line 4Matic	£31295	208	154 34	
GLA45 AMG 4MATIC	£44600	354	175 -	
GLA200 CDI Sport	£29215	134	119 25	
GLA200 CDI Sport 4Matic	£30215	134	119 25	
GLA200 CDI AMG Line	£30645	168	129 29	
GLA220 CDI AMG Line 4Matic	£31645	168	129 29	
G-CLASS 5dr 4x4 Massively expensive and compromised, but with character to spare ★★★★★				
630 BlueTEC	£86445	208	295 -	
G65 AMG	£129665	537	322 -	
GL-CLASS 5dr 4x4 Decent on road and off despite its size. Nice cabin, too ★★★★★				
GL250 BlueTEC AMG Sport	£60755	261	209 40	
GL63 AMG	£93360	549	288 50	
SLK 2dr open Enthusiastic, neat handling and brisk all-weather roadster ★★★★★				
200 CGI BlueEFF Sport	£34750	181	158 41	
250 CGI BlueEFF Sport	£38710	201	169 44	
350 CGI BlueEFF Sport	£44610	302	167 45	
SLK55 AMG	£55530	416	195 47	
SLK250 CDI	£33310	201	132 42	
SLK250 CDI AMG Sport	£37150	201	132 43	
SL 2dr open Big, luxurious and classier than a royal stud farm. Merc at its best. ★★★★★				
SL400 AMG Sport	£72505	329	178 50	
SL500 AMG Sport	£81920	429	212 50	
SL63 AMG	£112520	557	231 50	
SL55 AMG	£170825	621	270 50	
AMG GT 2dr coupé Clever and handsome replacement for the SLS. Different, but very good ★★★★★				
4.0 V8	£97200	456	216 50	
4.0 V8 S	£110500	503	219 50	
CL 2dr coupé Comfortable big coupé. More GT than sports car ★★★★★				
CL500	£95545	429	227 50	
CL63 AMG	£118885	536	244 50	
CL65 AMG	£164840	621	334 50	
M-CLASS 5dr 4x4 Roomy, quiet and well-appointed. A proper Merc SUV ★★★★★				
ML350 BlueTEC SE Exec	£51340	254	189 43	
ML63 AMG	£87005	356	276 50	
ML250 BlueTEC SE Exec	£48190	201	165 38	
ML250 BlueTEC AMG Line	£50850	201	165 38	
ML350 BlueTEC AMG Line	£54000	254	189 43	
V-CLASS 5dr mpv Expensively appointed mini bus. With matching price tag ★★★★★				
V220 SE	£41845	161	149 -	
V220 Sport	£44340	161	149 -	
V220 Extra Long SE	£43380	161	149 -	
V220 Extra Long Sport	£45875	161	149 -	
V250 SE	£43520	161	157 -	
V250 Sport	£46015	161	157 -	
V250 Extra Long SE	£45055	161	157 -	
V250 Extra Long Sport	£47550	161	157 -	
MG				
MG3 5dr hatch Neatly tuned and nicely styled supermini. Flaws covered up by price ★★★★★				
1.5 3Time	£8399	105	136 4	
1.5 3Form	£9299	105	136 4	
1.5 3Form Sport	£9549	105	136 4	
1.5 3Style	£9999	105	136 4	
MG6 5dr hatch Good dynamics and space. Poor finish and running costs ★★★★★				
1.9 DTI Diesel S	£13995	148	119 -	
1.9 DTI Diesel TS	£16155	148	119 -	
1.9 DTI Diesel TL	£17995	148	119 -	
MINI				
HATCH 3dr hatch Has matured very satisfyingly into its larger footprint. A real contender ★★★★★				
1.2 One	£13955	102	108 12	
1.5 Cooper	£15505	134	105 18	
2.0 S Cooper	£18840	189	133 26	
1.5 D One	£15075	114	89 12	
1.5 D Cooper	£16635	114	92 15	
2.0 S Cooper	£19655	168	106 23	
HATCH 5dr hatch Additional door hardly adds charm. Bottom line embellished nevertheless ★★★★★				
1.2 One	£14565	102	112 12	
1.5 Cooper	£16105	134	109 18	
2.0 S Cooper	£19440	189	136 26	
1.5 D One	£15675	114	92 15	
1.5 D Cooper	£17235	114	95 15	
2.0 S Cooper	£20255	168	109 23	
PACEMAN 3dr coupé Two-door COUNTRYMAN a Mini too far for us. Tough to like ★★★★★				
1.6 Cooper	£19115	121	137 16	
1.6T Cooper S	£22485	181	139 30	
1.6T Cooper S ALL4	£23720	181	148 29	
1.6T John Cooper Works	£29575	208	165 34	
1.6T Cooper D ALL4	£21645	110	123 14	
1.6D Cooper D	£20375	110	111 15	
2.0D Cooper SD	£23235	141	119 20	
2.0D Cooper SD ALL4	£24535	141	126 19	
COUNTRYMAN 5dr 4x4 Big, but still more fun than a useful ★★★★★				
1.6 One 2WD	£17105	97	134 12	
1.6 Cooper 2WD	£18625	120	137 16	
1.6T Cooper S 2WD	£22005	181	139 30	
1.6T Cooper S ALL4 4WD	£23240	181	148 29	
1.6T JCW	£28985	215	165 33	
1.6D One 2WD	£18135	89	111 13	
1.6D Cooper 2WD	£19885	110	118 13	
1.6D Cooper ALL4 4WD	£21165	110	123 16	
2.0D Cooper SD	£22755	141	119 20	
2.0D Cooper SD ALL4 4WD	£24055	141	126 20	
MITSUBISHI				
i 5dr hatch Electric city transport. Fun, quirky but ludicrously expensive ★★★★★				
MEiV Keiko	£28554	63	0 27	
MIRAGE 5dr hatch Straightforward hatchback. Not for the likes of us ★★★★★				
1.2 70 MIVEC 1	£9054	70	96 15	
1.2 79 MIVEC 2	£11054	79	96 18	
1.2 79 MIVEC 3	£12054	79	100 18	
ASX 5dr hatch Engine sets a new standard, but otherwise unexceptional ★★★★★				
1.6 2 ZWD	£15184	115	137 13	
1.6 3 ZWD	£17435	115	137 13	
1.8 DIO 3 ZWD	£19435	114	136 19	
1.8 DIO 4 ZWD	£23434	114	136 19	
2.2 DIO 4 ZWD	£24884	148	153 19	
SHOGUN 5dr 4x4 Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
3.2 Di-DC SG2	£29544	197	213 32	
3.2 Di-DC SG3 auto	£34744	197	224 34	
3.2 Di-DC SG4 auto	£37744	197	224 34	
OUTLANDER 5dr 4x4 Practical and efficient, although very ordinary inside ★★★★★				
2.0 PHEV GX3h	£33304	200	44 26	
2.0 PHEV GX4h	£37954	200	44 27	
2.0 PHEV GX4hS	£40054	200	44 28	
2.0 PHEV GX5h	£42954	200	44 28	
2.0 PHEV GX5hS	£45054	200	44 28	
2.2 Di-D G4Z 4WD	£23984	148	138 22	
2.2 Di-D G4Z 4WD	£26784	148	140 23	
2.2 Di-D G4X 4WD	£30684	148	140 24	
2.2 Di-D G4X 4WD Au	£34234	148	153 22	
MORGAN				
3 WHEELER 0dr open Eccentric, uniquely English and not a little special ★★★★★				
1.9 115 City Sport	£31140	115	215 -	
1.9 115 Bespoke	£34000	115 -	-	
1.9 115 Supersport	£34995	115 -	-	
AERO SUPERSPORTS 2dr open Has pace and kerbside status, but pricey ★★★★★				
4.8 V8	£126990	390	269 -	
4-4 2dr open Has its appeal, but not so rewarding to drive ★★★★★				
1.6	£31500	110 -	-	
PLUS 4 2dr open Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
2.0 2 Seater	£33400	145	172 -	
2.0 4 Seater	£40200	145	172 -	
ROADSTER 2dr open More advanced, but pricey and needs better brakes ★★★★★				
3.7 V6 4 Seater	£51000	280 -	-	
3.7 V6	£45900	280 -	-	
PLUS EIGHT 2dr open Oldie V8 charm lives on, but requires oodles of cash ★★★★★				
4.8 V8	£85200	367 -	-	
NISSAN				
MICRA 5dr hatch Low running costs but below average overall ★★★★★				
1.2 Visia	£10295	79	115 6	
1.2 Acenta	£11945	79	115 7	
1.2 Tekna	£13345	79	115 7	
1.2 DIG-S Visia	£12045	97	95 10	
1.2 DIG-S Acenta	£13045	97	99 10	
1.2 DIG-S Tekna	£14445	97	99 11	
JUKE 5dr hatch High-riding, funky hatch is a compelling package. High CO2 ★★★★★				
1.2 DIG-T Acenta	£15320	114	129 12	
1.2 DIG-T Acenta Premium	£16720	114	129 12	
1.2 DIG-T Tekna	£17770	114	129 12	
1.6 Visia	£13620	93	138 12	
1.6 DIG-T 190 Acenta Premium	£18150	128	159 21	
1.6 DIG-T 190 Tekna	£19200	128	159 21	
1.6 DIG-T 200 Nismo	£21650	197	159 21	
1.5 dCi Visia	£15520	109	104 13	
1.5 dCi Acenta	£16715	109	104 13	
1.5 dCi Acenta Premium	£18115	109	104 13	
1.5 dCi Tekna	£19165	109	104 13	
NOTE 5dr hatch It lacks a bit of verve, but objectively the Note is entirely fit for purpose ★★★★★				
1.2 Visia	£12130	78	109 6	
1.2 Acenta	£13525	78	109 6	
1.2 Acenta Premium	£14465	78	109 6	
1.2 DIG-S Acenta	£14625	97	99 10	
1.2 DIG-S Acenta Premium	£15565	97	99 10	
1.2 DIG-S Tekna	£16470	97	99 10	
1.5 dCi Visia	£14130	89	92 8	
1.5 dCi Acenta	£15525	89	92 8	
1.5 dCi Acenta Premium	£16465	89	92 9	
1.5 dCi Tekna	£17370	89	92 9	
LEAF 5dr hatch Comfortable electric car with 100-mile range ★★★★★				
80kW Tekna	£30590	107	0 24	
80kW Visia	£26490	107	0 23	
80kW Visia +	£27590	107	0 23	
80kW Acenta	£28590	107	0 23	
PULSAR 5dr hatch Undeniably fit for purpose, but its appeal goes no deeper than that ★★★★★				
1.2 DIG-T 115 Visia	£15995	114	117 10	
1.2 DIG-T 115 Acenta	£17645	114	117 10	
1.2 DIG-T 115 N-tec	£18995	114	117 10	
1.2 DIG-T 115 Tekna	£20345	114	117 10	
1.5 dCi 110 Visia	£17595	109	94 11	
1.5 dCi 110 Acenta	£19245	109	94 11	
1.5 dCi 110 N-tec	£20595	109	94 11	
1.5 dCi 110 Tekna	£21945	109	94 11	
QASHQAI 5dr hatch Second generation a masterly update of the first. The crossover to beat ★★★★★				
1.6 dCi 130 Tekna 4WD	£28500	128	115 19	
1.2 DIG-T 115 Visia	£18265	113	129 17	
1.2 DIG-T 115 Acenta	£19850	113	129 14	
1.2 DIG-T 115 N-tec	£21700	113	129 14	
1.2 DIG-T 115 N-tec +	£22250	113	129 14	
1.2 DIG-T 115 Tekna	£23800	113	129 14	
1.6 DIG-T 163 N-tec	£23200	161	138 14	
1.6 DIG-T 163 N-tec +	£23750	161	138 14	
1.6 DIG-T 163 Tekna	£25300	161	138 14	
1.5 dCi 110 Visia	£20015	109	97 17	
1.5 dCi 110 Acenta	£21600	109	97 17	
1.5 dCi 110 N-tec	£23450	109	99 14	
1.5 dCi 110 N-tec +	£24000	109	99 14	
1.5 dCi 110 Tekna	£25550	109	99 15	
1.6 dCi 130 Tekna	£26800	128	115 19	
X-TRAIL 5dr 4x4 Sleek, Qashqai-based crossover is an easy win if you require seven seats ★★★★★				
2.2 dCi Visia 2WD	£23195	128	129 19	
1.6 dCi Acenta 2WD	£24995	128	129 19	
1.2 79 MIVEC 3	£26695	128	139 20	
1.6 dCi n-tec 2WD	£27645	128	129 19	
1.6 dCi n-tec 4WD	£29345	128	139 20	
1.6 dCi Tekna 2WD	£29645	128	129 19	
1.6 dCi Tekna 4WD	£31345	128	139 20	
370Z 2dr coupé Great engine and poised handling. Lots of road noise ★★★★★				
3.7 V6 Nismo	£37585	345	248 46	
3.7 V6	£27445	323	248 46	
3.7 V6 GT	£32525	323	248 46	
GT-R 2dr coupé A benchmark. Great drive, brutal power, sensational value ★★★★★				
3.8 V6 2014 MY	£78030	523	275 50	
3.8 V6 Nismo	£125000	523	275 50	
NOBLE				
M600 2dr coupé A new era for the Brit maker. Outstanding pace and handling ★★★★★				
4.4 V8	£200000	650 -	-	
PEUGEOT				
ION 5dr hatch Good electric powertrain, comically expensive ★★★★★				
66 UK drive	£26216	63	0 28	
108 3dr hatch	£26216	63	0 28	
second to most city car rivals ★★★★★				
1.0 Access	£8345	68	95 5	
1.0 Active	£9595	68	95 6	
1.0 Active Top	£10595	68	95 7	
1.0 Active S-S	£9845	68	88 6	
1.0 Active S-S Top	£10845	68	88 7	
1.2 VTI Allure	£11095	81	99 11	
1.2 VTI Allure Top	£12095	81	99 11	
1.2 VTI Feline	£11945	81	99 11	
108 5dr hatch Sister car to the Argo. And distant second to most city car rivals ★★★★★				
1.0 Access	£9995	68	95 5	
1.0 Active Top	£10995	68		

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR SE Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TDI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	20
2.0 TDI CR 184 FR	£22520	181	109	26
LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	32
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	109	26
2.0 TDI 150 SE X-Perience	£24385	148	129	29
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	30
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	33
ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotive	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22
SKODA				
CTIGO 3dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.75 GreenTech Eleg.	£10400	74	98	2
CTIGO 5dr hatch The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.75 GreenTech Eleg.	£10750	74	98	2
FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	3
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	109	107	8
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	11
1.4 TDI 105 SE L	£16840	104	95	12
FABIA 5dr estate				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.2 TSI 90 SE	£14595	89	107	8
1.2 TSI 90 SE L	£15385	89	107	8
1.4 TDI 105 SE L	£17985	104	97	12
1.4 TDI 90 S	£15090	89	94	10
1.4 TDI 90 SE	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
RAPID 5dr hatch				
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.8 TSI 180 Laurin & Klement	£20775	138	121	19
1.8 TSI 220 vRS	£26630	178	135	25
1.6 TDI 105 S	£18370	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20225	108	90	15
1.6 TDI 110 SE Business GreenLine	£20225	108	90	15
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G-line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£23740	138	121	19
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
ROOMSTER 5dr mpv Quirky looks, talented package, awkward image	★★★★☆			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.4 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 GreenLine II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines	★★★★☆			
1.6 TDI 105 Outdoor SE B'nies G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nies 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
2.2 D-40 150 Icon	£24500	148	147	25
2.2 D-40 150 Icon+	£26300	148	147	25
2.2 D-40 150 Excel	£27150	148	147	25
2.2 D-CAT 150 Icon	£24450	148	170	25
2.2 D-CAT 150 Icon+	£27405	148	170	25
2.2 D-CAT 150 Excel	£28250	148	173	26
VERSO 5dr mpv Ride is firm and boot space limited with all seats in use	★★★★★			
1.6 V-matic Active Sst	£17770	130	157	13
1.6 V-matic Active 7st	£18300	130	157	13
1.6 V-matic Icon 7st	£20300	130	157	14
1.8 V-matic Icon M'Drive 7st	£21800	145	153	15
1.8 V-matic Excel M'Drive 7st	£24300	145	150	15
1.6 D-40 Active	£19990	122	119	13
1.6 D-40 Icon	£21995	122	119	14
LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run	★★★★★			
4.5 D-40	£65725	286	250	48
LAND CRUISER 3dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★★			
3.0 D-40 188 LC3	£32765	185	214	31
LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongy on road	★★★★★			
3.0 D-40 190 LC3	£37015	187	213	31
3.0 D-40 190 LC4	£47465	187	213	34
3.0 D-40 190 LC5	£52915	187	213	38
GT86 2dr coupé A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★★			
2.0 Primo	£23000	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27500	197	192	33
2.0 Giallo	£27500	197	184	34
2.0 GT86 auto	£25995	197	164	33
Vauxhall				
VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive	★★★★★			
1.0 Ecoflex SE A-C	£8665	73	99	-
1.0 SE A-C	£8490	73	104	-
1.0 SE	£7995	73	104	-
1.0 Ecoflex SE	£8170	73	99	-
1.0 SL	£9495	73	104	-
ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it	★★★★★			
1.0 S-S Jam	£13630	113	114	3
1.0 S-S Glam	£15000	113	114	3
1.0 S-S Jam	£15000	113	114	3
1.0 S-S Rocks Air	£16995	113	119	3
1.2 Jam	£11630	69	124	3
1.2 Jam S-S	£11925	69	118	3
1.2 Glam	£13000	69	124	3
1.2 Glam S-S	£13295	69	118	3
1.2 Siam	£13500	69	124	3
1.2 Siam S-S	£13795	69	118	3
1.4 8T Jam	£11955	86	129	6
1.4 8T Glam	£13325	86	129	6
1.4 8T Jam	£13825	86	129	6
1.4 100 Jam	£12480	99	129	9
1.4 100 Jam S-S	£12775	99	119	9
1.4 100 Glam	£13850	99	129	9
1.4 100 Glam S-S	£14145	99	119	9
1.4 100 Siam	£14350	99	129	9
1.4 100 Siam S-S	£14645	99	119	9
1.4T 150 Grand Siam	£16995	148	139	14
CORSA 3dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-S Design	£12910	89	102	9
1.0i 90 S-S SRI	£13605	89	102	9
1.0i 90 S-S SE	£14250	89	102	9
1.0i 115 S-S Sting	£10825	113	-	12
1.0i 115 S-S Sting R	£11175	113	-	12
1.0i 115 S-S SRI VX-Line	£14640	113	-	12
1.2i 70 Life	£11080	69	126	2
1.2i 70 Sting	£9175	69	126	2
1.2i 70 Design	£11080	69	126	2
1.2i 70 SRI	£11775	69	126	2
1.2i 70 SRI VX-Line	£12810	69	126	2
1.2i 70 SE	£12420	69	126	2
1.4i 90 Life	£11425	89	121	6
1.4i 90 Sting	£9520	89	121	6
1.4i 90 Design	£11425	89	121	6
1.4i 90 Easytronic Design	£12080	89	119	6
1.4i 90 SRI	£12120	89	121	6
1.4i 90 SRI VX-Line	£13155	89	121	6
1.4i 90 SE	£12765	89	121	6
1.4i 100 Turbo SRI	£12775	89	119	10
1.4i 100 Turbo SRI VX-Line	£13810	89	119	10
1.4i 100 Turbo SE	£13420	89	119	10
1.3 CDTi 75 S-S Life	£13330	74	99	6
1.3 CDTi 75 S-S SRI	£14025	74	99	6
1.3 CDTi 75 S-S SRI VX-Line	£15060	74	99	6
1.3 CDTi 75 S-S SE	£14670	74	99	6
1.3 CDTi 95 S-S SRI	£14525	94	85	9
1.3 CDTi 95 S-S SRI VX-Line	£15560	94	85	9
1.3 CDTi 95 S-S SE	£15170	94	85	9
CORSA 5dr hatch Very refined, stylish and practical. Engines not so good	★★★★★			
1.0i 90 S-S Design	£13510	89	102	9
1.0i 90 S-S SRI	£14205	89	102	9
1.0i 90 S-S SE	£14850	89	102	9
1.0i 115 S-S Sting	£11425	113	-	12
1.0i 115 S-S SRI VX-Line	£15240	113	-	12
1.2i 70 Life	£11680	69	126	2
1.2i 70 Sting	£9775	69	126	2
1.2i 70 Design	£12745	69	126	2
1.2i 70 SRI	£12375	69	126	2
1.2i 70 SRI VX-Line	£13410	69	126	2
1.4i 90 Life	£13020	69	126	2
1.4i 90 Sting	£10120	89	121	6
1.4i 90 Design	£12025	89	121	6
1.4i 90 Easytronic Design	£12680	89	119	6
1.4i 90 SRI	£12720	89	121	6
1.4i 90 SRI VX-Line	£13755	89	121	6
1.4i 90 SE	£13365	89	121	6
1.4i 100 Turbo SRI	£13375	89	119	10
1.4i 100 Turbo SRI VX-Line	£14410	89	119	10
1.4i 100 Turbo SE	£14020	89	119	10
1.3 CDTi 75 S-S Life	£13930	74	99	6
1.3 CDTi 75 S-S SRI	£14625	74	99	6
1.3 CDTi 75 S-S SRI VX-Line	£15660	74	99	6
1.3 CDTi 75 S-S SE	£15270	74	99	6
1.3 CDTi 95 S-S SRI	£15125	94	85	9
1.3 CDTi 95 S-S SRI VX-Line	£16160	94	85	9
1.3 CDTi 95 S-S SE	£15770	94	85	9
ASTRA 5dr hatch Good handling, nice engines but over-geared. Focus is better	★★★★★			
1.3 CDTi 95 ecoFLEX Design	£16835	94	104	9
1.4i VVT 100 Design	£15445	99	129	9
1.4i VVT 100 Excite	£17920	99	129	9
1.4i VVT 100 Tech Line	£16770	99	129	9
1.6 CDTi 110 ecoFLEX Design S-	£17735	108	97	9
1.6 CDTi 110 ecoFLEX Elite S-S	£23175	108	97	9
1.6 CDTi 110 ecoFLEX SRI S-S	£21740	108	97	9
1.6 CDTi 110 ecoFLEX Tec Ln S-S	£18910	108	97	9
1.6 CDTi 136 ecoFLEX Elite S-S	£23770	134	104	9
1.6 CDTi 136 ecoFLEX SRI S-S	£22335	134	104	9
1.6 CDTi 136 ecoFLEX Design S-S	£18330	134	104	9
1.6 CDTi 136 ecoFLEX Tec Ln S-S	£19505	134	104	9
1.6 CDTi 110e FLEX Tec Ln6T S-S	£19770	108	97	9
1.6 CDTi 136e FLEX Tec Ln6T S-S	£20365	134	104	9
1.6i VVT 115 Design	£16160	114	147	12
1.6i VVT 115 Excite	£16355	114	147	12
1.6i VVT 115 Tech Line GT	£17610	114	147	12
1.6i VVT Tech Line	£17485	114	147	12
2.0 CDTi 165 eFLEX Tech L S-S	£19995	158	119	20
2.0 CDTi 165 Tech Line GT S-S	£20855	158	119	21
1.4i VVT 100 SRI	£18865	99	129	9
1.4T SRI	£20220	138	138	17
1.6i VVT Elite	£21275	114	147	12
1.6i VVT SRI	£19580	114	147	12
2.0 CDTi 165 ecoFLEX Elite S-S	£24260	158	119	21
2.0 CDTi 165 ecoFLEX SRI S-S	£22825	158	119	21
2.0 CDTi 195 Biturbo S-S	£24205	192	134	21
ASTRA 5dr estate More composed than the hatch. A very decent small estate	★★★★★			
1.3 CDTi 95 ecoFLEX Design S-S	£18200	94	109	9
1.4i VVT 100 Design	£16480	99	137	9
1.4i VVT 100 Tech Line	£17805	99	137	9
1.6 CDTi 110 ecoFLEX Elite S-S	£24190	108	97	14
1.6 CDTi 110 eFLEX Design S-S	£18755	108	97	14
1.6 CDTi 110 eFLEX SRI S-S	£19930	108	97	14
1.6 CDTi 136 ecoFLEX Elite S-S	£24785	134	104	14
1.6 CDTi 136 eFLEX Design S-S	£19350	134	104	14
1.6 CDTi 136 eFLEX SRI S-S	£23350	134	104	14
1.6 CDTi 136 eFLEX Tech Ln S-S	£25025	134	104	14
1.6i VVT 115 Design	£17145	114	149	12
1.6i VVT 115 Elite	£22295	114	149	12
1.6i VVT Tech Line	£18505	114	149	12
2.0 CDTi 165 Elite S-S	£25275	162	124	20
2.0 CDTi 165 Tech Line S-S	£21015	162	124	20
1.6i VVT SRI	£20600	114	149	12
2.0 CDTi 165 SRI S-S	£23840	162	124	21
2.0 CDTi 195 Biturbo S-S	£25220	192	134	21
ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match	★★★★★			
1.4T 16v 140 Sport auto	£21570	118	159	16
1.4T 16v 140 SRI auto	£22795	118	159	16
1.6T 200 Sport S-S	£21595	202	168	25
1.6T 200 SRI S-S	£22820	202	168	25
2.0 CDTi 165 Sport auto	£23780	163	149	20
1.4T 16v 120 Sport S-S	£19355	118	139	13
1.4T 16v 140 Sport S-S	£20245	138	139	16
1.4T 16v 120 SRI S-S	£21070	118	139	14
1.4T 16v 140 SRI S-S	£21470	138	139	16
2.0T 280 VXR	£27620	276	189	35
2.0 CDTi 6TC Sp. 165	£22300	163	127	20
2.0 CDTi 6TC SRI 165	£23525	163	127	20
2.0 CDTi 195 Biturbo S-S	£24520	192	129	29
CASCADA 2dr open Comfortable and credible alternative to the usual ragtop	★★★★★			
1.6T 200 200 Elite	£29510	202	168	24
1.6T 200 SE	£26615	202	168	24
1.4T 140 SE S-S	£24500	138	148	20
1.4T 140 Elite S-S	£27875	138	148	21
1.6T SIDI 170 SE Au	£27600	168	168	24
2.0 CDTi 170 Elite Au	£30495	168	168	24
2.0 CDTi 165 SE S-S	£26480	163	138	23
2.0 CDTi 165 Elite S-S	£28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-S	£30065	192	138	27
INSIGNIA 3dr hatch Nearly as good as a Mondeo. Inert steering	★★★★★			
1.4T 140 SRI Nav	£20394	138	123	15
1.6T 170 Elite Nav	£24229	168	139	20
1.6T VVT Design Nav	£17679	138	164	14
1.8T VVT SRI Nav	£19479	138	164	14
2.0 CDTi 120 Design Nav	£19934	118	99	15
2.0 CDTi 120 Elite Nav	£24114	118	99	16
2.0 CDTi 120 SRI Nav	£21734	118	99	15
2.0 CDTi 120 SRI VX-Line Nav	£22954	118	99	16
2.0 CDTi 130 Design Nav	£18244	128	112	16
2.0 CDTi 130 SRI Nav	£19094	128	112	16
2.0 CDTi 130 Energy	£21614	128	112	16
2.0 CDTi 130 SE	£20044	128	112	16
2.0 CDTi 130 SRI	£20044	128	112	16
2.0 CDTi 130 SRI Nav	£20894	128	112	16
2.0 CDTi 130 SRI VX-Line	£21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	£22114	128	112	16
2.0 CDTi 140 Design Nav	£20184	138	99	18
2.0 CDTi 140 Elite Nav	£24364	138	99	19
2.0 CDTi 140 SRI Nav	£21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	£23204	138	99	19
2.0 CDTi 170 SRI Nav	£22134	168	114	20
2.0 CDTi 195 Biturbo SRI Nav	£25804	192	125	24
2.0 CDTi 195BiturboEliteNav auto	£28359	192	149	24
2.0T 250 Elite Nav	£27024	192	125	24
2.0T 250 SRI VX-Line Nav	£24814	247	169	26
2.8T VXR Supersport	£30129	321	249	37
1.4T 140 Design Nav	£17744	138	123	15
1.4T 140 Design Nav	£18594	138	123	15
1.4T 140 Energy	£21199	138	123	15
1.4T 140 SRI	£19544	138	123	15
1.4T 140 SE	£19544	138	123	15
1.4T 140 Tech Line	£20394	138	123	15
1.6T 170 Elite	£23379	168	139	20
1.8i VVT Design	£16829	138	164	14
1.8T VVT Energy	£20284	138	164	15
1.8i VVT SRI	£18629	138	164	14
2.0T 250 SRI VX-Line	£22804	247	169	26
2.0T 250 Elite	£23964	247	169	26
2.0 CDTi 120 Design	£19084	118	99	15
2.0 CDTi 120 Energy	£22454	118	99	16
2.0 CDTi 120 SRI	£20884	118	99	15
2.0 CDTi 120 SRI VX-Line	£22104	118	99	16
2.0 CDTi 120 SE	£20884	118	99	15
2.0 CDTi 120 Elite	£23264	118	99	16
2.0 CDTi 140 Design	£19334	138	99	18

Make and Model	Price	Bhp	CO ₂ g/km	Insurance group
BEETLE 2dr open Huge improvement, but Golf underneath is superior	★★★★★			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 150 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
CC 4dr saloon Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29285	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
EOS 2dr cc Pleasant and predictable drive. Feeling old now	★★★★★			
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	12
1.4 TSI 125 GT	£22585	123	125	13
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
PASSAT 4dr saloon Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
PASSAT 5dr estate Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
PHAETON 4dr saloon Big VW feels old now, and struggles to justify its price	★★★★★			
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance	★★★★★			
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 BlueTech SE	£23855	104	121	14
2.0 TDI 140 BlueTech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper	★★★★★			
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	14
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
TIGUAN 5dr 4x4 Dull but capable soft roader. Pricey, but good ride and handling	★★★★★			
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
1.4 TSI 160 S 4WD	£23650	158	178	18
2.0 TSI 210 R-line 4WD	£29180	208	199	22
2.0 TDI 110 BMT S 2WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-line 4WD	£29755	175	151	23
TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness	★★★★★			
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
CARAVELLE 5dr mpv Rugged workhorse to carry people	★★★★★			
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE 4Mot. SWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4Mot. SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI180 Bus. 4Mot.SWBDSG	£71553	177	232	39
2.0 BITDI 180 Ex. 4Mot. SWB	£43776	177	208	31
VOLVO				
V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform	★★★★★			
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 ES Nav	£21945	148	124	21
1.6 T3 150 SE	£22670	148	124	21
1.6 T3 150 SE Nav	£23470	148	124	21
1.6 T3 150 SE Lux Nav	£25470	148	124	22
1.6 T3 150 R-Design	£23445	148	124	20
1.6 T3 150 R-Design Lux Nav	£24245	148	124	21
1.6 T3 150 R-Design Nav	£25920	148	124	22
1.6 T4 180 SE Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
1.6 T4 180 C-Country Lux Nav	£27970	177	129	24
2.5 T5 254 R-Design Lux Nav	£31700	251	189	35
2.5 T5 254 C-Ctry Lux Nav AWD	£34100	251	194	30
1.6 D2 115 ES	£21195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux Nav	£24520	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux	£24970	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23520	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux	£25520	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav	£25770	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	27
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Lux S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
2.0 D4 R-Design Lux S-S	£32645	178	99	29
2.0 D4 R-Design Nav S-S	£31345	178	99	28
2.0 D4 R-Design S-S	£30145	178	99	28
2.0 D4 SE Lux Nav S-S	£32145	178	99	29
2.0 D4 SE Lux S-S	£30945	178	99	29
2.0 D4 SE Nav S-S	£29845	178	99	28
2.0 D4 SE S-S	£28645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 R-Design Nav S-S	£32895	212	119	31
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	22
1.6 T3 R-Design S-S	£27505	148	135	23
1.6 D2 Business Edition S-S	£21745	113	103	17
2.0 D3 Business Edition S-S	£22395	134	114	22
2.0 D3 SE S-S	£27795	134	114	23
2.0 D3 SE Lux S-S	£30095	134	114	24
2.0 D3 R-Design S-S	£29295	134	114	23
2.0 D4 Business Edition S-S	£24045	178	99	26
V60 5dr estate Appealing cabin, nice looks and smooth drive. Too small	★★★★★			
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£32045	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29445	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30345	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27945</			

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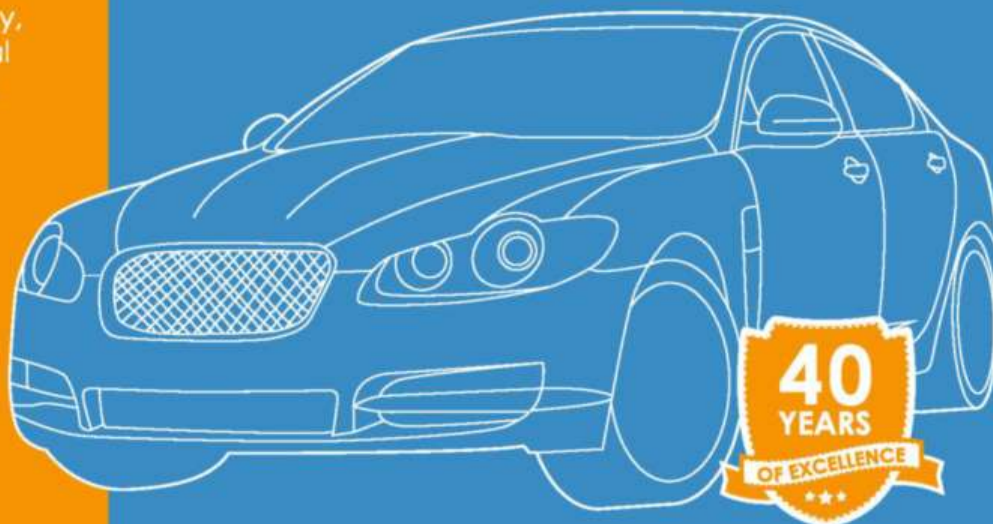
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ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
EVORA 2dr coupé ★★★★★												
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé ★★★★★												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

MASERATI												
GRANTURISMO 2dr coupé ★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

MAZDA												
2 5dr hatch ★★★★★												
1.5 Sky-V-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 5dr hatch ★★★★★												
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5 5dr MPV ★★★★★												
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6 4dr saloon/5dr estate ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open ★★★★★												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr hatch ★★★★★												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr hatch ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

MCLAREN												
650S 2dr coupé/roadster ★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

MERCEDES-AMG												
C63 4dr saloon ★★★★★												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★★★											
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★											
B200 CDI Sport130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12	
C-CLASS 4dr	★★★★★											
C63 AMG Black 186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr	★★★★★											
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★★											
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★★											
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★											
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10	
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★★											
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake 155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13	
S-CLASS 4dr saloon/2dr coupé	★★★★★											
S63 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★											
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★★											
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★											
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★											
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

MG												
3 5dr hatch ★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6 5dr hatch ★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

MINI												
MINI 3dr hatch ★★★★★												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch ★★★★★												
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★												
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★												
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

MITSUBISHI												
ASX 5dr hatch ★★★★★												
1.8 DID 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★												
2.2 DID GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

MORGAN												
PLUS 8 2dr convertible ★★★★★												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 Wheeler 2dr convertible ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

NISSAN												
MICRA 5dr hatch ★★★★★												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11

NOTE 5dr hatch ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
PULSAR 5dr hatch ★★★★★												
1.5 dCi n-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14
JUNE 5dr hatch ★★★★★												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
LEAF 5dr hatch ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11
QASHQAI 5dr hatch ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-TRAIL 5dr hatch ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
370Z 2dr coupé ★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
GT-R 2dr coupé ★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09



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26 AMS	C12 BBS	875 DH	81 GF	12 JET	3 LEG	MEG 440	444 NP	PM 1678	59 RS	8888 ST	VCB 1L
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ANG 5	CD 7	14 DJC	444 GH	JJD 791	LFT 7	777 MEL	NUX 5	A1 PNK	RT 3297	82 SUE	VNY 645
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333 AP	2 CGG	555 DM	GLJ 612	26 JMS	1 EVV	6228 MH	ODN 550	53 PS	RYE 370	99 SW	10 VXX
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MATT BURT

Rear View Mirror: tales from our archive

Economy driving, 1960s style 28 October 1960



A keen interest in fuel economy isn't a recent phenomenon. Back in the 1960s, many drivers were just as obsessed with teasing as much as possible from every drop of fuel.

"A great many people, willingly or unwillingly, are feeding their cars with much more petrol than they really require to do the work demanded of them," said Autocar, before going on to offer some advice on frugal driving, which "need not be boring".

"It is hoped that they may save a few pounds a year, without lessening the enjoyment they obtain from their motoring, for reasonable fuel economy goes hand in hand with an efficiently maintained and well-driven car."

Tip one was decent upkeep of your car: "Excessive consumption may be attributed to wear or neglect; in such cases, no amount of economical driving will help much. Any resistance to free motion will increase consumption, as the need to overcome it will require that much more power (and, therefore, petrol) for a given performance.

"Lack of lubrication and binding brakes are obvious examples. Under-inflated tyres, too, give a decided increase in rolling resistance."

Next there were the common-sense driving tips: anticipate the road

'Incidentally, very little fuel is used when ticking over, so it is scarcely worth switching off in such conditions'

conditions and traffic ahead, avoid heavy acceleration, maintain a suitable cruising speed and take advantage of gradients on undulating roads.

"On long journeys there is a tremendous scope for fuel economy, and there need be little, if any, reduction in average speed. The principle is to remember that every time you use the brakes you are wasting petrol – by destroying momentum which has been achieved by burning fuel and which must be restored by burning some more.

"It is a case for smoothness, gentleness and anticipation in every movement, a steady, delicate right foot and as little use of the brakes as possible."

Autocar practised what it preached: "By using these methods to a reasonable extent on a tuned Sunbeam Rapier, and

keeping overdrive engaged throughout a 300-mile journey to the West Country, a figure of 35mpg was recorded, together with an overall average speed of 35mph.

"On another occasion, making an early start and driving hard on traffic-free roads, the same car recorded as little as 20mpg for an average of 50mph.

"In terms of time and money, using top-grade fuels at 5s per gallon, this meant that the journey cost £2 2s 6d at an average speed of 35mph and £3 15s at 50mph, so it cost £1 12s 6d (plus a fair amount of nervous energy) to save two and a half hours."

Getting the engine up to temperature quickly was vital for saving fuel.

"Where a car is being used almost exclusively for short runs, a radiator blind can help in getting the engine to its running temperature quickly, but once this is achieved, be ready to return the blind to the 'furled' position, as wrapped-up engines are liable to overheat very rapidly in traffic jams.

"Incidentally, very little fuel is used when ticking over, so it is scarcely worth switching off in such conditions."

Obviously no one had considered automatic stop-start systems back then. In any case, queues of traffic would have been infrequent enough that stop-start wouldn't have been deemed necessary.

Got an opinion? Email us at autocar@haymarket.com

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